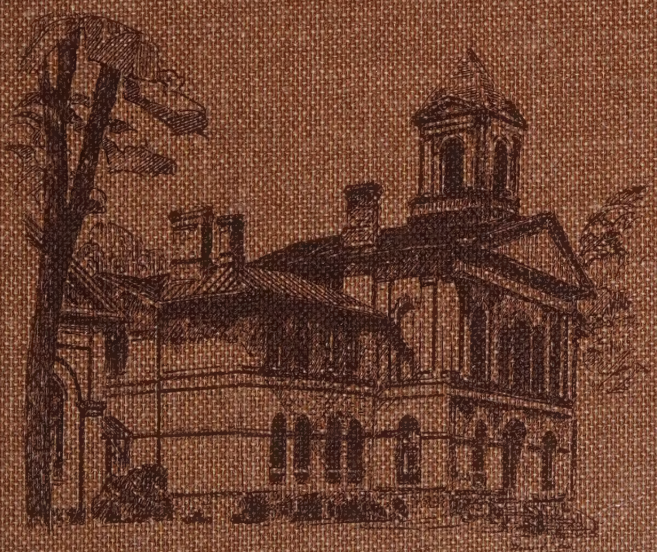

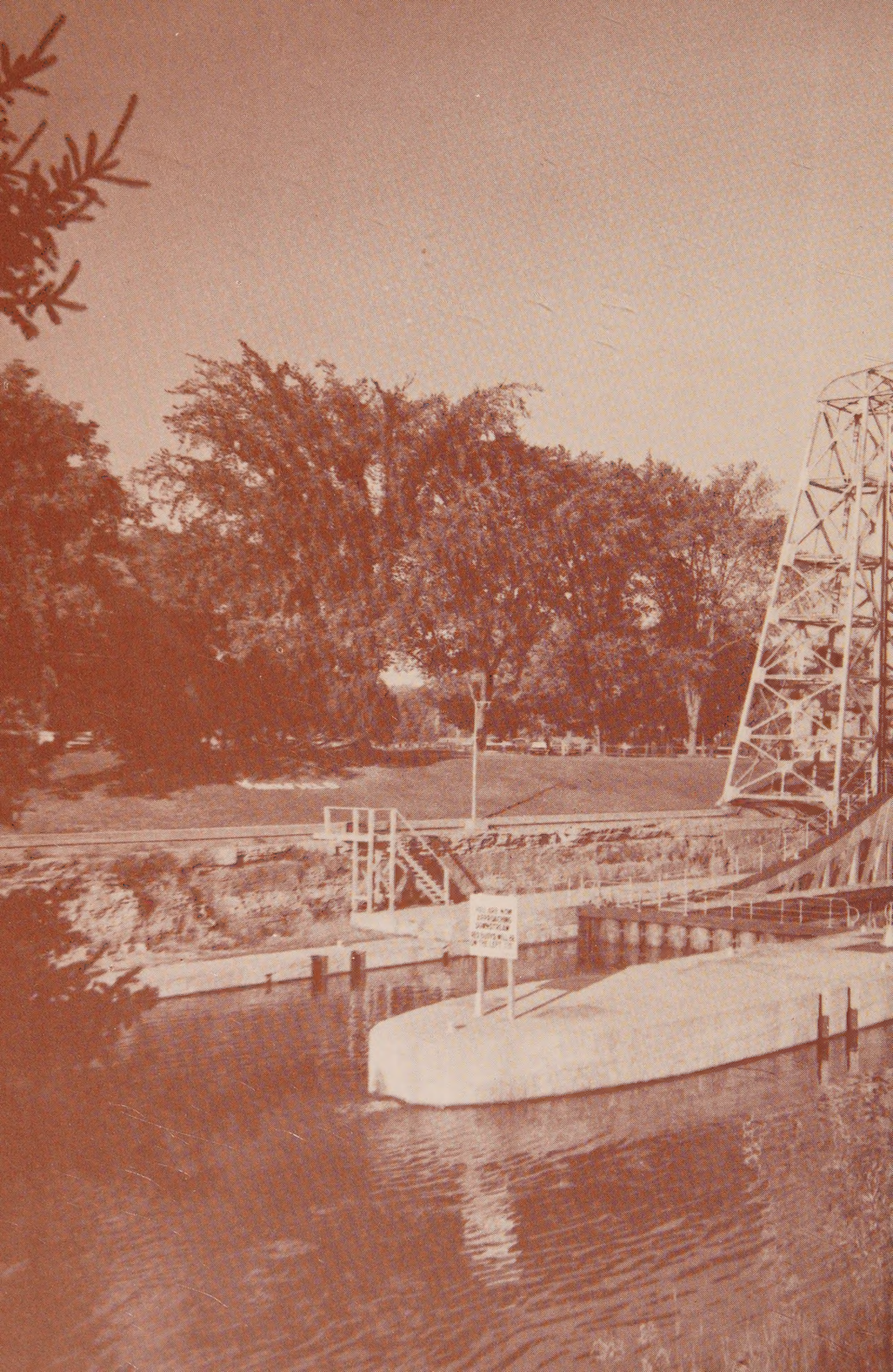

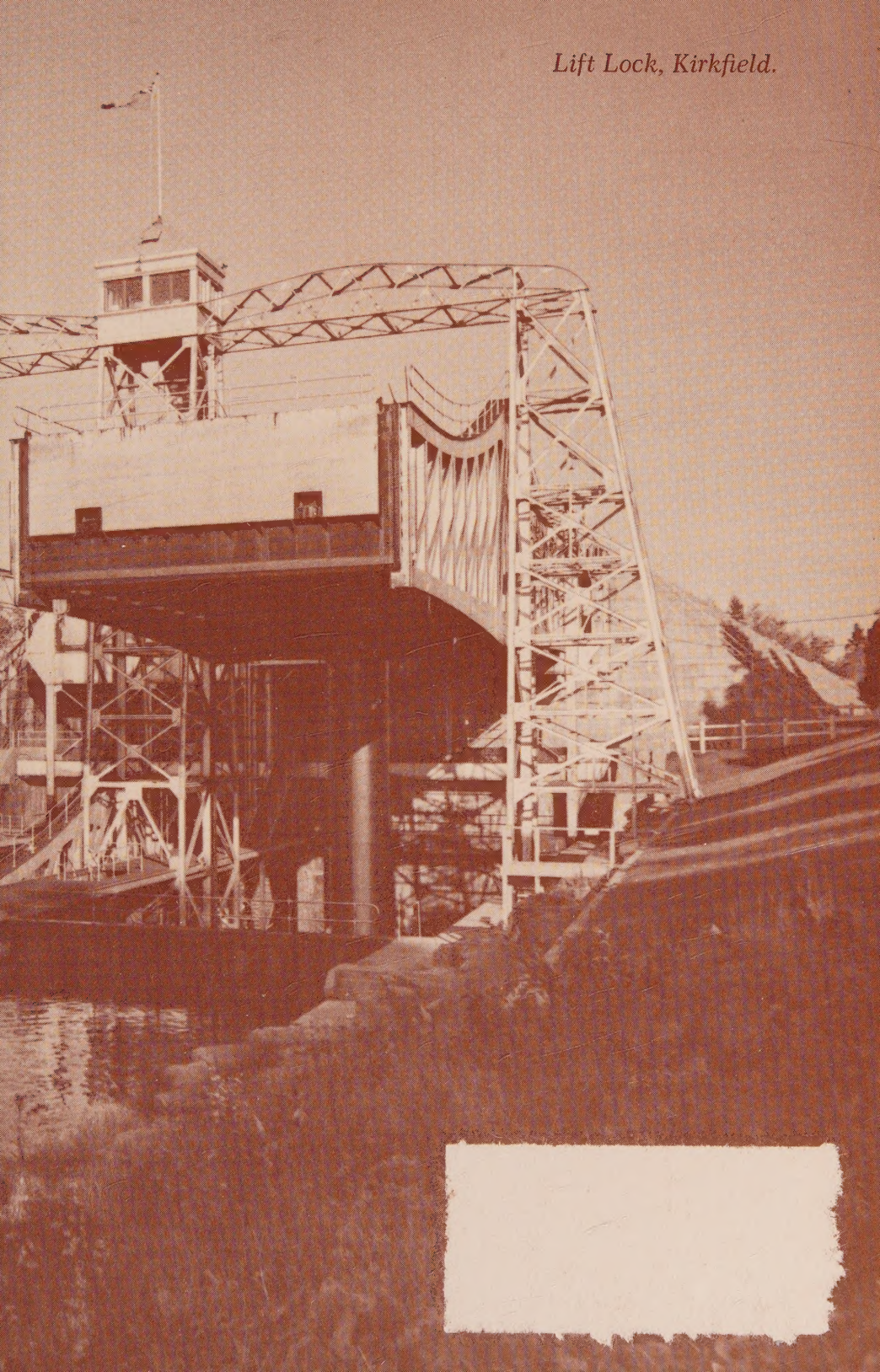

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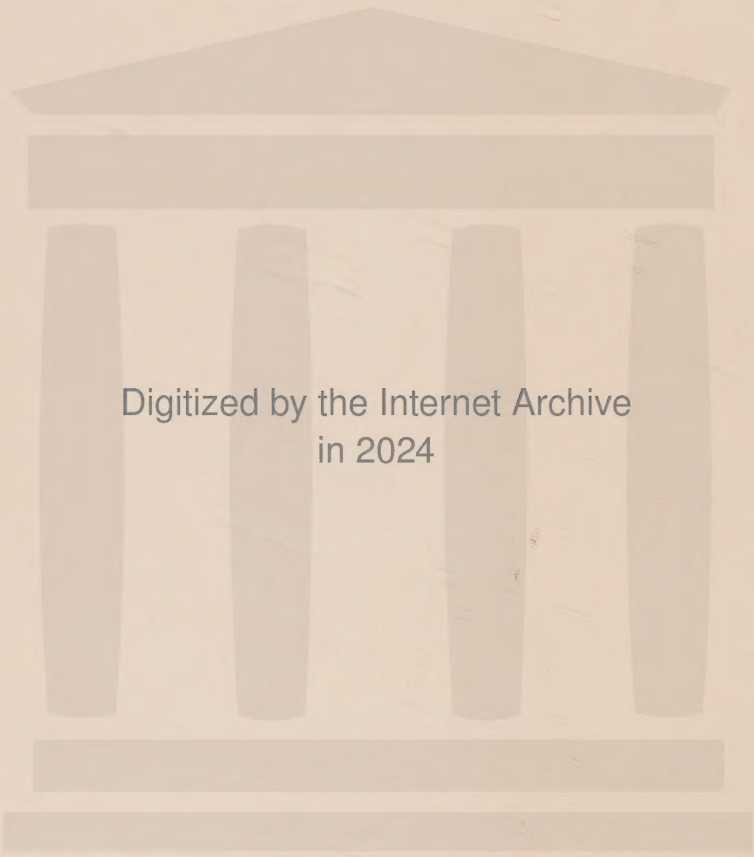
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County of Victoria Centennial History

This book was written and published on behalf of the County of Victoria in commemoration of the Centennial of Canadian Confederation. Financial assistance was provided by the Province of Ontario and the Federal Government.

COUNTY OF VICTORIA CENTENNIAL HISTORY

by

WATSON KIRKCONNELL

second edition
revised and updated

with the research assistance of

FRANKIE L. MacARTHUR

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Preface to the Second Edition

The first edition of this work, published in 1921, covered the history of the first hundred years after pioneer settlement began in 1821. It was based on my research in the Federal and Provincial archives, on all available local records and on a page by page analysis of local press files from 1873 to 1920. Special acknowledgements for assistance went to Messrs. J. R. McNeillie, George E. Laidlaw, George McHugh, G. W. Beall and H. J. Lytle, Chief Johnson Paudash and Mrs. W. V. Lynch.

In September 1964, I was asked by the Victoria County Council if I would prepare, as the County's "Centennial of Confederation project," a new edition of my history, updated to 1967. Although I had retired one month earlier from the presidency of Acadia University, I had forthwith joined its teaching staff as Professor of English and hence was not free to spend some months in Lindsay accumulating thousands of new research cards on local history. My acceptance of the County's project became possible only through the willingness of Mrs. Grant MacArthur, of Lindsay, to become my research assistant in the great undertaking. This has meant her reading systematically, pen in hand, through 45 years of the local press and interrogating public officials and private individuals in all directions, tracking down items of information that I needed to fill out my narrative. Her help has been invaluable and her labours untiring. While the responsibility for pruning the old text and rewriting the new has been entirely mine, the task could not have been done at all without her unfailing quest for the facts with which I built my more recent story.

I have also had my own nets and lines out for background material and wish to record my gratitude to some scores of others, including the following: E. C. Anderson, B. C. Barrett, J. H. Bates, T. L. Bonnah (of the Indian Affairs Branch), Principal W. S. W. Breese of the LCVI, LeRoy G. Brown, Rev. C. J. Carroll, Miss Dorothea Comber, Miss Amy Cosh, R. Dailey (of the Ontario Archeological Society), the Hon. W. G. Davis, Bert C. Diltz, J. Stanley Dix, Mrs. W. G. Dunoon, Prof. J. N. Emerson, Jasper Forman, the Hon. Leslie M. Frost, R. Glover, W. G. Goddard (of the Ontario Department of Education), Charles H. Heels, John R. Kirkconnell, F. V. LeCraw, Prof. T. F. McIlwraith, Hugh J. McLaughlin, Judge J. L. McLennan, General A. Bruce Matthews, Rev. Chancellor C. H. O'Donoghue, A. Stewart Peel, Rev. P. C. Reed, Monty Robson, Everett G. Scott, Miss Jean Smale, Rev. Father Surnan, Rev. Charles A. Tipp, D. L. Valentine, F. L. Weldon, Miss Joyce Westlake, W. G. Wilson, and M. W. Winter. A bibliography of my background reading will be found on pages 318-319.

A major indebtedness for illustrative material is due to Mr. George G. Beall, of Lindsay, for over a score of photographs from the scrapbook of his father, the late George W. Beall. For photographs and maps I am also grateful to the Federal Department of Mines and Technical Surveys, the Public Archives of Canada, the Archives of Ontario, Mrs. Grant MacArthur, Miss Sheila Boyd, Mr. Hugh J. McLaughlin, Mrs. David Lowe, the Fenelon Falls Public Library, Mr. C. H. Heels, Mrs. John W. Deyell, Clarke, Irwin and Company, Mrs. Will Allely and the Lindsay Historical Museum.

To many suppliers of extensive local records a word of apologetic explanation is due. The full story of the churches in all communities would have expanded Chapter XIV alone into a mammoth book. The same would have been true for Chapter XII if the annals of every school had been given in full. Even the photographs that I had collected had to be limited drastically in the final process of selection. I had enough material for an *Encyclopedia Victoriana* and have been hard pressed to keep within limits that would be fair to the budget of the Victoria County Council.

W.K.

Table of Contents

CHAPTER		PAGE
I	How the County Came to Be	1
II	The Southern Townships	15
III	An Agricultural Transformation	58
IV	The Northern Townships	78
V	Economics of North Victoria	92
VI	The Town of Lindsay	100
VII	The Record of the Rocks	142
VIII	Annals of the Red Man	150
IX	Kawartha Navigation	167
X	Roads and Railroads	179
XI	Political Alarums and Excursions	195
XII	A Schoolhouse Revolution	208
XIII	Military Annals of Victoria	231
XIV	Pages of Parish History	242
XV	Research into Pioneer Survival	269
XVI	Biographies from Past and Present	283
XVII	Our Place in the Sunlight	307
Appendix A.	Wardens of Victoria County	310
Appendix B.	War Dead, World War I	312
Appendix C.	War Dead, World War II and Korea	315
Appendix D.	The Mayors of Lindsay.	317
Bibliography		319
Subject Index		321

Illustrations

Between page 148 *and page* 149

1. Victoria County Court House *(David Lowe)*
2. Victoria County Council, 1966
3. Map of Victoria County, 1921
4. Newcastle District, 1826
5. Court House, Lindsay, in 1867
6. Air photo, Fenelon Falls and Vicinity
7. Air photo, Bobcaygeon and Vicinity
8. Lindsay in 1830 *(W. A. Goodwin)*
9. Fenelon Falls in 1841 *(Anne Langton)*
10. Bobcaygeon, first locks and mill *(Miss Lowe)*
11. Omemee, looking east on King Street
12. Omemee, primordial oxcart
13. Omemee, looking west on King Street
14. Lindsay, Kent Street, about 1867
15. A circus comes to early Lindsay
16. An arch to welcome the Prime Minister, 1877
17. S. S. "Anglo-Saxon"
18. Canal locks at Lindsay
19. Canal locks at Fenelon Falls
20. Railway engine built in 1872
21. In a snowbank
22. Railway engine of 1966
23. John Langton, Auditor General of Canada
24. James Wallis, founder of Fenelon Falls
25. Thomas Matchett, County Clerk, 1875

26. Hon. Samuel Casey Wood, Provincial Treasurer
27. Sir Sam Hughes, K.C.B., Minister of Militia
28. Hon. Leslie M. Frost, P.C., Premier of Ontario.
29. St. Mary's Roman Catholic Church
30. St. Paul's Anglican Church
31. Cambridge Street United Church
32. St. Andrew's Presbyterian Church
33. The first town school in Lindsay *(W. A. Goodwin)*
34. The old Central School, Lindsay
35. The Lindsay Collegiate Institute, 1928
36. The great flood at Kinmount
37. The great fire at Kinmount
38. Sgt. McCrae welcomed home at Omemee
39. Ross Memorial Hospital, Lindsay, 1902
40. The Armouries, Lindsay
41. The Public Library, Lindsay
42. Championship curling team, Lindsay
43. L.C.I. hockey team, 1909
44. Shooting Match, Kinmount, 1885
45. Lindsay and the Scugog River
46. War Memorial, Lindsay
47. Purdy's Mill plaque
48. Lindsay's post office, 1861-88
49. Lindsay's post office, 1888-1964
50. Town wharf, Lindsay, 1900
51. James W. Dunsford, MP 1861-67
52. George W. Beall, jeweller
53. Charles D. Barr, Registrar of Deeds
54. Samuel John Fox, MPP 1898-1911
55. A. E. Vrooman, MD, MP 1900-11
56. Hon. Arthur Welsh, Provincial Secretary
57. Most Rev. Fergus McEvay, Archbishop of Toronto
58. Most Rev. Michael Spratt, Archbishop of Kingston
59. R. J. McLaughlin, K.C., founder of Victoria Trust
60. Edward Hall, pres. University of Western Ontario
61. John Deyell, founder of John Deyell Ltd.
62. W. H. Clarke, founder of Clarke, Irwin Ltd.
63. William Cottingham, Warden 1852-8, 1861, 1865
64. Franklin L. Weldon, County Clerk 1927-67
65. The Scugog, facing north, 1875
66. Lindsay Central Exhibition Grounds, 1910

County of Victoria Centennial History

Chapter I

HOW THE COUNTY CAME TO BE

In the year 1821, the government of Upper Canada first offered land for sale in the region that is now Victoria County. During the next forty years, a hardy immigrant phalanx, at first largely Irish and Scotch, swept away a wilderness of forest and swamp and established a prosperous agricultural civilization.

The coming of the pioneers calls for a prologue and a setting. In 1791, the British Parliament passed a Constitutional Act, by which the Canadian colony was divided into two provinces, Upper and Lower Canada, corresponding roughly to the Old Ontario and Quebec of today. The first governor of Upper Canada was Colonel John Graves Simcoe, who foresaw and provided for the future needs of the country with an enlightened disinterestedness unknown among his immediate successors. He explored the colony diligently by canoe and forest trail. He built trunk roads, such as Yonge Street from York (now Toronto) to Lake Simcoe. He set aside tracts of good land for genuine settlers and encouraged the immigration of those who would guarantee to clear and occupy the country. In all this, however, he aroused the ill-will of a clique of speculators, who were already strongly entrenched among the officialdom and so-called aristocracy of the province. The intrigues of these enemies brought about his removal in 1796. Government officials and their friends then quietly secured possession of all the good land in the Lake Simcoe country and blocked settlement for another twenty years.

A tragic story from the year 1804 begins with the murder on

Washburn Island (later part of Mariposa Township) of a trader, John Sharp, by an Indian named Ogetonicut. Arrested at York (now Toronto), the accused man, along with Mr. Justice Cochran of the Court of King's Bench and many other officials and witnesses, set sail on Lake Ontario in the schooner "Speedy" in order that the case might be tried at Newcastle, in the district in which the murder had been committed. A terrific storm arose and the little vessel, with its 15 passengers and 5 crew-members, sank without leaving a trace. The skipper, Captain Thomas Paxton, had earlier protested that his vessel was not seaworthy, but he was over-ruled and, like Sir Patrick Spens in the old ballad, perished with all on board.

After the war of 1812-14, a rising tide of immigration demanded the opening up of fresh territory. Accordingly, in 1818, the government went through the formalities of buying from the Mississauga Indians a tract of some 4,000 square miles, comprising the modern counties of Peterborough and Victoria and a fringe of 28 adjoining townships. It is with a limited portion of this Mississauga Tract that we have now to deal.

The work of survey began at once. Emily was the first of the townships of modern Victoria to be laid out, Mariposa came next, and then Fenelon, Ops and Eldon, in that order. Verulam, Somerville and Bexley were opened up later, and the more northerly townships of Carden, Laxton, Digby, Dalton and Longford much later still. These townships first came under the Newcastle District, with headquarters at Cobourg, on Lake Ontario. Then, in 1841, along with some of the inland townships lying to the east, they became the Colborne District, which was reorganized in 1850 as Peterborough County and in 1854 as the "United Counties of Peterborough and Victoria". From 1841 to 1861, municipal authority was centred at Peterborough, but in the latter year Victoria was given provisional and in 1863 complete independence.

A New Domain and a Virile Race

The area of Victoria County is about eleven hundred square miles. It is thus larger than Cheshire or Dorsetshire in England; larger, too, than Lanarkshire or Dumfriesshire in Scotland; and almost equal to the combined areas of Fermanagh and Monaghan in Ireland. In shape it is roughly rectangular, with a length from north to south of 52 miles and a breadth from east to west of 26 miles. The chief irregularities are in the northeast and northwest corners, where three townships, Anson, Lutterworth and Ryde, each eight

miles square, have been chopped out and allotted, the former two to Haliburton County and the latter one to Muskoka District. This rough rectangle is cut into approximately north and south halves by the Kawartha lakes, Balsam, Cameron and Sturgeon, and their modern canal affiliations. Immediately north of this water system is a region of severely glaciated limestone, covered with thin uncertain soil. This tract soon merges into a wilderness of crystalline limestone and Laurentian gneiss. South of the Kawartha system, however, the land is distinctly suited for agriculture, for the underlying limestone is covered with glacial clays that become rapidly deeper and more fertile in passing southward towards the morainic hills of Durham. But in 1821 the intrinsic character of rock and soil was not the most evident feature of the region. It was rather the towering forests of pine that spread away to the farthest horizon.

To the transformation of this wilderness came a virile race of white men from the far-off islands of Great Britain and Ireland. The years that followed Waterloo and the close of Britain's continental wars were full of distress. The economic aftermath of war pressed hard. The population of Ireland was growing beyond the safety limits of the precarious potato. The introduction of weaving machinery brought tens of thousands of Scotch and English handloom-weavers face to face with starvation. To cope with this distress the British government deliberately encouraged emigration to Canada. Once started, the human stream poured steadily across he Atlantic. The pressure of a straitened food supply, the oldest and most powerful cause of human migration, was once more in operation. In 1814, Upper Canada contained only 95,000 inhabitants; by 1849 the population had risen to 791,000. In a single year 50,000 immigrants arrived at Quebec. The younger sons of the Celto-Saxon stock had struck their tents and were on the march. Their great campaign against the forests of Upper Canada is recorded today in the magnificent prosperity of Ontario's 6,500,000 citizens.

The first settlers in what is now Victoria County were Protestant Irishmen from the county of Fermanagh. Humphrey Finlay and his family first established themselves in Emily Township, and were followed by James Laidley and William and Samuel Cottingham, who cleared and built on the site of modern Omemee. While South Emily was colonized by Irish Protestants, the northern concessions and part of Ops were taken up by Irish Catholics from County Cork, brought out under a British emigration scheme managed by the Hon. Peter Robinson. Mariposa was largely settled by

pioneers of the second generation from the vicinity of Whitchurch and Markham. In Eldon, the earliest colonists were Scotch Presbyterians from Argyllshire. Verulam was placed on the market in 1832 but was bought up and held by speculators. Fenelon Township was not settled until the mid-thirties and the more northerly townships remained unoccupied until much later times.

As many misconceptions exist concerning the character of the ultimate population of the county, a few figures may be of interest. The chief ethnic stocks of the county in 1921 were: Irish 12,292, English 10,663, Scotch 5,080, French 575, German 339, Dutch 304. That race is no index to religion will be evident from a further analysis: Methodists 12,283, Presbyterians 6,814, Anglicans 4,551, Roman Catholics 4,344, Baptists 1,151, Salvation Army 210, Christians 164 and Mormons 95. The chief comments on these figures are that evidently not all of the Presbyterians were Scotch and that nearly two-thirds of the Irishmen were Protestant.

A Long Rough Journey from Old to New

The journey from old homes to new, from the shores of Britain to the depths of the backwoods, was long and severe. The Atlantic was crossed in sailing-vessels, which were often packed beyond endurance by greedy masters. At Quebec the travellers transferred to a river-steamer and proceeded to Montreal. From here west, one could, by paying prohibitive fares, reach Lake Ontario by alternate shifts of stage-coach and steamer, but by far the greater number travelled by bateau or by Durham boat. The bateau was a large, flat-bottomed skiff, thirty to forty feet long, eight to ten wide, and built sharp at both ends. It was propelled by oars and sails, and was either poled or dragged up rapids. The Durham boat was a flat bottomed ninety-foot barge, with round bow and square stern; and was likewise pushed along by pole or sail. Progress was necessarily slow. It often took a whole week to go from Montreal to Prescott. Sometimes as many as one hundred persons would be crowded together in a single thirty-foot bateau, scorched by sun or drenched by rain, as their rude craft crept reluctantly up the river. At last, at Prescott or Kingston, transfer was made to a lake steamer, which carried the pioneers on to the lake port nearest their destination.

There were two general routes from the lake front to the inland townships. Those who went to Emily or Ops went north from Cobourg or Port Hope. One trail lay north-northwest through Cavan (the modern Millbrook); another went north to Peterbor-

ough and then northwest towards Emily; still another cut across from Peterborough to Chemong Lake, whence access to the remoter townships could be had by canoe. The second main route, by which Mariposa and Eldon were colonized, lay from York (the present Toronto) up Yonge Street and in by way of Brock (now Sunderland) or Beaverton. The trails and bridle-paths by which they came, sometimes carrying their belongings, sometimes leading oxen with an ox-cart, wound laboriously through towering forests and dank swamps, across flooded creeks, up log-strewn hills and around black morasses. And when, at last, some summer evening, they reached their destination, they found a still denser wilderness, with only the frogs and the wolves to sing a chorus of welcome.

The Work of Settlement in the Wilderness

Then, in a little circle of sunlight hewn out of the forest, arose a new home. The sills and walls were pine logs, peeled and notched. For the roof, hollow basswood trunks were cut the proper length and split in two so as to form troughs, which were then laid from eaves to ridgepole in two rows, the lower row bark side down and the upper row with their edges fitted into the hollows of the lower. This was a rough covering, but shed water very well. All chinks in the walls and the roof, inside and out, were packed with moss, which the children gathered by the sackful near at hand, and plastered over with clay. A hole covered with a quilt served as a door, until lumber became available. The tiny windows were fitted with sheets of oiled paper, as glass was not to be had.

At one end of the single room, a platform of poles served as a bedstead. At the other was the fireplace, floored and built up with stones. A chimney of sticks and clay usually surmounted this, but often many months elapsed before such a vent was added, and in the meantime the smoke filtered out through a gap in the roof after stifling the householders. As matches were unknown, and ignition had to be won from flint and steel, a fire was kept burning constantly on the hearth. To husband this precious blaze, a large backlog, two feet or more in diameter would be dragged into the house by an ox. The beast would be unhitched in front of the fireplace, and the log rolled in with handspikes to the back of the fire, where it would often last for three or four days.

Outside of the little cabin, work went on under difficulties. The mosquitoes and black flies were numberless and merciless. Faces had to be smeared thickly with grease to avoid their torture. The

cattle were frantic with agony, and when smoke screens were set up for their benefit the deer would sometimes emerge from the woods to share in their temporary peace.

But the forest itself was the great enemy of the would-be farmer. In the beginning, he could not attempt to plough, but chopped and burnt and then scattered his wheat broadcast by hand among the stumps. The grain was covered over, or "bushed in," by hitching a yoke of oxen to the butt end of a small tree, whose branches were still intact, and dragging it to and fro among the charred stumps. In the autumn the crop was cut with a sickle, threshed with a home-made flail, and winnowed by pouring. It was then bagged and carried on the back of man or horse to the nearest grist mill, sometimes a distance of fifty miles. Some milling was, however, done at home by burning out a hollow in the top of a hardwood stump, filling it with grain, and pounding it with a heavy wooden pestle.

The Steady Changes Wrought with Time

A few years brought great changes in the wilderness homes. The clearings everywhere had grown. Log barns had been built and sheep and swine brought in to join the earlier cattle. Wolves were, however, still dangerous, and corrals had to be built to protect the stock. Horses were rarely met with, for oxen were much surer of their footing among the stumps and scattered logs. In some of the more secluded districts the arrival of the first horse was a great event and all the children were called out hurriedly to see the strange animal. The houses, too, were enlarged as the years passed, and were filled with rough but serviceable furniture. The fireplace was still the housewife's province, but a tin bake-oven, fitted with trays and open on one side, now stood before it, laden with bread and cakes. Above the fireplace hung the family arsenal, avoiding rust, squashes avoiding frost, and haunches of beef and venison avoiding dissolution.

The staple foods, however, were pork, cooked in various forms, fish, bread and wheat cakes made of coarse, often unbolted flour, corn meal porridge and griddle cakes, wild berries and maple sugar. Tomatoes, then called "love apples," were considered poisonous until after the middle of the century, and were grown only because of their prettiness.

The pioneers showed extraordinary versatility in supplying their own wants. Linen, flannel and fullcloth for the whole family

were prepared at home. Every farm, too, had its own tanning-trough and worked up its own leather. The clothes would usually be made by some itinerant tailor, who would lodge with the family while he fitted them out for the next year. Boots were similarly made by a travelling shoemaker. But the material in both cases had already been prepared on the premises.

Social life in such times took the form of "bees" or community meetings at one home or another to co-operate in the work of the homestead. The men had their logging bees, barn-raising bees, stumping bees and husking bees; the women their quilting bees and paring bees. At the former gatherings, whiskey, which then cost only twenty cents a gallon, was carried around by "whiskey boys" and gulped down by the bowlful. Drunkenness and fighting were the inevitable result, especially at the logging bees, where the charred trunks of the burnt-over slash were being cleared away, and identity and self-respect were lost under a smudgy mask. The women's gatherings were less openly dangerous, but have never been surpassed as clearing-houses for gossip.

The trails by which settlers first communicated with one another were gradually replaced by indescribable roads. An Act passed by the first parliament of Upper Canada in 1793 had required each settler to clear that portion of the concession line on which his lot fronted. Even had this work been done well—which it certainly was not—the condition of the highway systems would have been well-nigh hopeless. Huge blocks of land—clergy reserves, crown reserves, and choice grants to Family Compact politicians—lay unimproved between the settlements, preying on their industry and blighting their development. Especially was this the case in Mariposa, where much land was held by a corporation known as the Canada Company, which had been chartered in 1824 to promote colonization but which, in this district, hindered settlement far more than it helped it. The early roads were chiefly corduroy, trunks of trees laid side by side across the highway and filled over with earth. At a much later time, after the introduction of municipal government, plank and gravel roads took their place.

The great curse of the country for over half a century was the inordinate use of liquor. In the backwoods, the church usually preceded the school, but the tavern invariably preceded both. The coinage used for payment in these days was of two standards, the Halifax or provincial currency, in which a pound was worth four dollars and a shilling twenty cents, and the New York currency in which the pound was worth two dollars and a half and the so-

called "York shilling" twelve and a half cents. Hence came the slang phrase "two bits" for a 25-cent piece, when decimal currency was inaugurated in 1857.

Schools were slow in coming, but by 1842 there were five in the County, two in Ops, two in Mariposa and one in Eldon. In 1847, there were eleven teachers in Emily with an average salary of $183 a year. In Ops there were six schools, with a total wage list of $840, or $140 apiece. The teachers, however, though poorly paid, were often worse prepared. Discharged soldiers often performed these duties and enforced discipline with great ferocity. The subjects covered were the merest elements of reading, writing and figuring. In the world outside, universities were being founded. King's College, now the University of Toronto, was chartered in 1827, but its privileges were restricted to a small minority of Anglicans. Queen's College, Kingston, and Victoria College, Cobourg, were therefore founded in 1841 by indignant Presbyterians and Methodists respectively. But the little backwoods schools in Victoria knew little of these higher institutions. Even secondary schools were unknown until the fifties and it was two decades more before matriculants began to pass on to the universities.

Methods of letter-writing have changed much since those early days. The pen was a goose-quill. The ink was made at home by boiling maple bark or nut galls and adding copperas. Blotting-paper was unknown; and to dry the ink, sand was shaken over the letter from a tin box or caster. Envelopes were not yet invented. The paper was simply folded, the address was written on the back, and the missive sealed together with sealing-wax. Postal charges were usually collected in cash from the person receiving the letter. The first postage stamps in Canada were not issued until 1851.

Religious Life in Pioneer Times

The teacher, with his slender learning, commanded considerable respect, but the preacher had even greater prestige. Certainly he earned it. Churches were very few and very scattered. His circuit might extend for scores of miles through the half-settled wilderness, and over this he would travel on horse-back all the week long, struggling through bog-holes and fording unbridged streams along the narrow trails. Services would be held in churches, schoolhouses, taverns, log cabins, anywhere that a few devout folk could be gathered together.

The Methodists were in the majority among the population, and

to this denomination no gathering could compare in importance with the camp-meeting. Each summer all the adherents in a district would gather in some dry, open grove for a week of prayer, singing and exhortation. Tents and shanties would be put up and fitted with rude tables and beds. A rostrum was built for the preacher and rows of logs set before it as seats. The light of their evening bonfires flickered over a strange scene—the preacher shouting from his platform, the penitents groaning on the seats just below him, and the elders flitting about on the watch for symptoms of contrition amongst the remainder.

Then, even as today, there were many ill-balanced intellects eager to espouse fantastic doctrines. In 1842 a New Englander named Miller began to teach that the world would come to an end on February 15, 1843. The belief spread like a wildfire among the weakminded of the United States and Canada. Farmers burned their rail fences as firewood, confident that their usefulness would soon be past. A convert near Port Perry gave away a 100-acre farm and all its equipment. Sarah Terwilligar of Oshawa made herself wings of silk and jumped off the roof, expecting to be caught up to heaven. But the choicest anecdote comes from Port Hoover, Mariposa, on the north shore of Scugog Lake. Here a man named Hoover brooded over the Millerite gospel until he gradually fancied himself superhuman and above natural laws. He therefore announced in the autumn of 1842 that he would walk on the water from Port Hoover across Scugog Lake to Caesarea, a distance of about five miles. On the day appointed, hundreds of Mariposa pioneers gathered at the Port Hoover wharf to watch the performance. Hoover seemed to have a sudden weakening of faith, for he fastened a wooden box on each foot; but as even this failed to hold him right side up, he waded out and hid behind one of the piles of the wharf. The urgent demands of the crowd finally brought him back to the shore, where, amid the hoots of small boys, he made this explanation: "My friends, a cloud has risen before my eyes and I cannot see. I cannot walk on the water today while this cloud is before my eyes. Soon it will be announced when the cloud has been removed, and then I will do it." But his spectators never assembled again.

An Early Tragedy in Ops Township

Doctors were almost unknown in these times, and ailments were given homemade treatment by mothers or grandmothers, who pre-

pared their simple remedies from such plants as the spikenard, blood-root, catnip, tansy, smartweed, burdock, plaintain, mandrake, elecampane, spearmint and mullein. But in the case of serious diseases and epidemics, as when cholera swept the country in 1832 and 1834, herbal remedies were of no avail.

When death entered the pioneer home, the situation was often exceedingly tragic. Conant tells of a man who moved into Ops township in 1838, bringing with him his wife and two very little children. His tiny cabin and clearing were five miles from the nearest neighbour, but when he fell ill the very first summer, his friends followed his blazed trail in, harvested his little crop for him, and then departed. Winter came. The cabin was snowed in. Wolves howled at the very door. At last the sick man died. His wife sought desperately to give him proper sepulture but the ground was frozen hard, and to cover him only with snow would merely feed him to the wolves. Finally she rolled away some backlogs that were piled beside the house, dug a shallow hole with a mattock in the softer ground beneath them, hid the cherished corpse, and rolled back the logs above it to keep it inviolate. Then she walked with her children to the nearest settlement.

How Grist Mills Grew to Villages

Villages grew up in time, and were almost always the direct consequence of the establishment of a grist mill. These mill sites comprise nearly all the important centres of today. In 1825, William Cottingham built a mill on Pigeon River and so founded modern Omemee. In 1828, William Purdy dammed a rapid on the Scugog River, and established Lindsay unawares. Bobcaygeon has grown up around the mill built by Thomas Need about 1833, and Fenelon Falls owes its origin to a mill erected there in 1841 by Messrs. Wallis and Jamieson. To such grist mills came the pioneers with their crops. Saw mills were soon added, and a growing trade in lumber succeeded the earlier indiscriminnate destruction of the forest. Stores, taverns and a few artisans settled about the mill. This little hamlet was then the natural location for churches and schools as they came. And so, unconsciously, the mill grew to a hamlet, the hamlet to a village, and perhaps the village to a town. But for the first beginnings we must look back to the mill and the water-power that made it possible.

The years ending in 1863 were distinctively the period of pioneering. The thought and activity of the county had been almost

entirely taken up with the struggle against the forest. Events in the outside world had indeed been momentous. An oligarchy at York have almost succeeded in ruining the province in spite of its remarkable natural resources. This pernicious misrule, which had driven 80,000 Canadians south across the American boundary in the years 1830-37, was at last revealed to the British government through a pitiful little revolt. Following the investigations and report of Lord Durham, the two provinces were united in 1841, and fully responsible government was granted by 1848. But by these developments the little backwoods community was not greatly touched. Its attention was concentrated on the immediate tasks of settlement.

The Establishment of Municipal Institutions

Certain changes there were, however, that entered into the lives of all. These were the successive steps by which our present system of municipal government was worked out. Prior to the Union of 1841, all local affairs were managed, or more often mismanaged, directly from the office of the Lieutenant-Governor. After the Union, a system of District Councils was inaugurated, composed of elected representatives from the different municipalities. Then by the Baldwin Municipal Act of 1849 the municipal organization that still exists (with minor modifications) was set up. Under this Act each township and incorporated village elects annually by general vote a reeve, or head, and four councillors. If there are 500 electors in the municipality, it is entitled to a deputy-reeve and three councillors; and for each additional 500 electors, another deputy-reeve is substituted for a councillor. Towns are governed by a mayor and three councillors from each ward, elected annually. The number of councillors may be reduced by by-law. Towns which have not separated from the county in which they are situated also elect a reeve and deputy reeves proportionate to the number of their electors. The county council is composed of the reeves and deputy-reeves elected for the year by the townships, villages and towns. These representatives, at their first meeting each year, elect one of their number as Warden or head of the county council.

Each county, and each subdivision within it, is legally a corporation, with a corporate seal and certain specific powers granted to it by the laws of the province. Connected with each such corporation are a number of officials. The clerk is the most important officer and preserves all records, keeps all books, and promulgates all by-

laws of the council. All the enactments of municipal corporations are executed by by-laws issued under seal.

In 1850, the Colborne District, of which our thirteen townships had for a decade formed a part, was given the new title of "Peterborough County." In 1851 this same municipality became the "United Counties of Peterborough and Victoria," but Peterborough was the dominant partner. The Wardens from 1841 to 1860 were as follows: 1842-46, G. A. Hill; 1847-50, John Langton, of Fenelon Township; 1851, Thomas Short; 1852-58, William Cottingham, of Emily Township; 1859, W. S. Conger; 1860, William Lang.

At last, in 1861, Victoria was granted provisional independence. William Cottingham, the founder of Omemee, was Provisional Warden. Lindsay was chosen as the prospective county town; the present Court House Square was bought; and a start was made at the erection of the Court House and County Jail. Neil McDougall, Reeve of Eldon, was the Provisional Warden in 1862. In 1863 the County buildings were completed. The cost, including that of the Registry Office, added in 1874, was about $59,000. The County was now accorded all the rights and privileges of an independent corporation, and the council held its inaugural meeting with great decorum in the new council chamber.

The first Warden of the independent county was Patrick McHugh, Reeve of Ops (his successors are listed in Appendix "A", page 310). The first County Clerk and Treasurer was S. C. Wood, of Taylor's Corners, who fourteen years later became Provincial Treasurer under Sir Oliver Mowat. His successors with the County Council have been Thomas Matchett (1879-1900), J. R. McNeillie (1900-27), and Franklin L. Weldon (1927-67).

The range of its responsibility and authority may be gauged from an analysis of its organization a century later, in 1963. Its official full-time employees consisted of a clerk-treasurer, a county engineer, an assistant county engineer, a jail-governor and 8 turnkeys for the county jail, a superintendent, matron and staff of the home for the aged, and a county librarian. Part-time retaining fees went to such officials as solicitors, auditors, a surgeon, a physician, an assessor, a sheriff, a clerk of the peace, a crown attorney and various reporters. Committees set up for the year bore the titles: Advisory, Agricultural, Appointments, Assessment, Board of Audit, Bridge Supervising, County Parks, County Property and Jail, Emergency Measures Organization, Equalization, Finance, Game and Fish and Tourist Industry, Home for the Aged, Library Co-operative, Negotiating, Pension Fund, Printing, Public Speaking,

Reforestation and Soil Conservation, and Road System. County representatives were elected to the boards of the Children's Aid Society, the Lindsay Central Exhibition and the Ross Memorial Hospital. The largest single county expenditure (with massive provincial assistance) was $963,136 for county roads. Next in order came $107,633 for the Home for the Aged, $82,222 for the Administration of Justice, $39,310 for county salaries, $31,312 for children's aid societies, $26,350 for miscellaneous grants, $23,027 for bridges, $15,129 for maintenance and repairs, $11,186 for the county park, $6,655 for printing and $5,344 for hospitals. Smaller items were such matters as the county forest and substantial bounties on wolves and foxes. During a century of administration the fields of responsibility have been pretty much the same, although the scope of the operation has widened mightily.

Some Statistics from the 1961 Census

The county population has changed enough since 1921 to justify an analysis of the 29,750 citizens of 1961. Some 26,418 are sprung from British ancestors, 929 are Dutch, 864 French, 632 German, 165 Scandinavian, 115 Italian, 78 Ukrainian, 66 Polish, 61 Hungarian, 6 Jews, 279 various other Europeans, 40 Asiatics, 38 Indians, no Negroes, and 59 not specified. Of the 2,567 immigrating from outside of Canada, 986 came before 1921, 386 in 1921-30, 64 in 1931-40, 334 in 1941-50, and 797 in 1951-60.

Some idea of the county's standard of living may be gathered from a study of its 8,638 housing units. Some 8,597 (or all but 41 of these) had furnaces for central heating (oil-fired 4,518, coal or wood 3,330, natural gas 749), 6,134 had flush toilets, 8,157 had refrigeration, 7,342 had television and 6,875 had a family car. Fully 6,792 of the homes, or virtually 80 per cent, were self-owned. The average number of rooms per home was 6.1 and the median value was $8,071. Since these census figures cover even the most remote and ill-nourished backwoods farms, the county's amenities are demonstrably wide-spread.

The Range of the County's Record

In the chapters that follow, various phases of the county's development are set forth in some detail. In chapters II and III, the subsistence farming of the pioneers shifts to mixed farming that sustains secondary industries (gristing, weaving, tanning, pork-packing) and now concentrates on supplying beef cattle and fluid milk to the megalopolitan market of nearby Toronto, with a popu-

lation of two million citizens. Chapters IV and V trace the stripping of vast pine forests from the townships of North Victoria, the failure of farming on the resulting near-desert, and the transformation of the area into a profitable vacation playground, slowly enriched with reforestation. In chapter VI one sees the indigenous industries of the county town shrivel away and new non-native chemical industries move in to swell its population to unprecedented heights. Chapters VII and VIIII recapitulate the geological and archaeological record of the remoter past. Chapter IX shows how a Kawartha canal system that came too late for national or provincial use has yet fostered the summer navigation of hundreds of thousands of pleasure craft. In chapter X a formidable and expensive network of railways that built up and maintained the agricultural and industrial economy of 1857-1957 is swept away like a cobweb as trucks, buses and passenger cars make use of an even vaster and more flexible pattern of paved highways. Chapter XI tells of the alarums and excursions of provincial and federal politics. In chapter XII, Egerton Ryerson's dream of free and diversified education for all boys and girls is triumphantly vindicated. Chapter XIII gives the military annals of the county and especially the part played by its sons in two world wars. In chapter XIV the passionate parish loyalties of an earlier day blend with a new ecumenicity in the 1960's. Chapter XV probes into the extent of pioneer survival on the farms of the county and chapter XVI gives thumbnail sketches of nearly two hundred sons and daughters of the community who have achieved distinction at home or in a wider world of action. Chapter XVII looks briefly at the centennial of Canada (and Victoria County) in the perspective of the great globe itself.

Chapter II

THE SOUTHERN TOWNSHIPS

The six townships, Emily, Ops, Mariposa, Verulam, Fenelon, and Eldon, which lie in a double tier in the southern half of Victoria County, have a history somewhat different from that of the seven townships of the north. Not only were they opened up a generation earlier, but the natural conditions of land and soil have given them a past development and a future destiny dissimilar to that of Bexley, Somerville, Laxton, Carden, Digby, Dalton and Longford. The highest usefulness of the former will always be found in agriculture; the latter will serve coming generations best as a land of park and forest.

The story of the Southern Townships tells of steady progress from pioneer hardships through toil to prosperity. A general account of the changing social and economic life of the century has already been given in Chapter I. In passing now to a more intimate account of the early settlements in each township, we shall place against that background the actual men and women, still cherished in local memory, who bore the brunt of pioneer stress and sacrifice.

(*A*) *The Beginnings of Emily Township*

Emily Township is named after Emily Charlotte, daughter of Lord George Lennox and sister of the fourth Duke of Richmond, Governor-General of Canada from 1817 to 1819.

The township is in the southeast corner of the county. It is

approximately square and has an area of about one hundred square miles. In the south it is broken by low hills but becomes merely rolling in passing to the north. Pigeon Creek enters at the southwest corner and crosses diagonally towards the northeast, where it widens into Pigeon Lake. Chemong Lake is on the eastern boundary and the much smaller Emily Lake on the north. The basic subsoil is made up of glacial clays and is commendably fertile.

In 1819, some slashing was done on Lot 20, Concession 2, by David Best. He then went back to Cobourg, however, and before his return in 1820, Humphrey Finlay and his wife came in and located, thus earning their later title of "King and Queen of Emily." In the autumn of 1820 Maurice Cottingham, his sons, William and Samuel, and one James Laidley, pushed in farther through the pathless forest to Pigeon Creek, which they bridged by felling two oak trees into it from opposite banks. Beside the stream, about where Omemee now stands, they did a little underbrushing and clearing, but retreated to Cavan for the winter.

In March, 1821, the township was formally opened for sale and attached to Durham County, the western half of the Newcastle District. (*See Annual Report, Ontario Bureau of Archives*, 1913). Samuel Cottingham and James Laidley now returned in the early spring and built a log cabin, twelve feet by fourteen, in the deep snow. Wm. Cottingham and his father soon joined them. Clearing prospered, and in the early summer they planted corn, potatoes and wheat.

That same year a party of four hundred Protestant Irish from the County of Fermanagh set sail for Canada and settled in a body in South Emily and in Cavan Township, Durham County, which lies directly to the south of Emily. From this contingent come the modern family names of Adams, Allen, Armstrong, Balfour, Beatty, Bedford, Collum, Corneil, Curry, Davidson, Dixon, English, Evans, Fee, Grandy, Hanna, Hartley, Hughes, Irons, Ivory, Jackson, Johnson, Jones, Knowlson, Lamb, Matchett, Mitchell, Moore, Morrison, McCrae, McNeely, McQuade, Neal, Norris, Padget, Redmond, Reel, Robinson, Sanderson, Sherwood, Stephenson, Thornton, Trotter and others.

The southern concessions were soon dotted with clearings, each with its cabin and its scanty crops among the stumps. At first the nearest mill was at Port Hope, thirty-five miles from Omemee, but a man named Deyell undertook to build one in Cavan, on the site of modern Millbrook, which is only ten miles from the Emily boundary. Here they took their sacks of grain by a narrow bush road, only

one of whose drawbacks was a morass a mile wide which often threatened to engulf those who ventured through it. At last, in 1825, William Cottingham erected a rough mill building beside Pigeon Creek, and equipped it with two mill-stones, which an American named Myles had cut and dressed in the woods near by.

The Robinson Immigration

In this same year, when the Protestant Irish of South Emily were rapidly becoming a coherent community, the British government arranged for the immigration into Canada of contingent of 2,024 Irish Catholics from County Cork. This enterprise was supervised by the Hon. Peter Robinson, a brother of John Beverley Robinson, the chief mandarin of the Family Compact. They sailed from Cork in May 1825, and reached Quebec after a voyage of thirty-one days. They then proceeded immediately to Kingston where they spent two weeks in tents. Dysentery and fever and ague worked havoc among them here, and there were as many as eleven funerals in a single day. From Kingston they travelled to Cobourg by lake steamer and thence on foot and by ox-cart over twelve miles of almost impassible trail to Gore's Landing on Rice Lake. A sixty-foot Durham boat then carried them in daily parties of thirty up twenty-five miles of the Otonabee River to a concentration camp at a hamlet which was then called "Scott's Plains" (after one Adam Scott, who had built a mill there early in 1825) but which was renamed "Peterborough" in 1827 as a compliment to the Hon. Peter Robinson. While the immigrants were gathering here, Mr. Robinson let many profitable contracts to earlier settlers to slash bush roads into surrounding territory, to act as guides to the immigrants who went out to choose their respective 100-acre lots, to build log shanties on these lots at an average cost of ten dollars each and to rent their carts and oxen for the transportation of the incoming women, children and baggage.

Into Emily came 142 families, that is, about 700 persons or a little more than one-third of the entire immigration. These families were all located in a block in the north half of the township, and thus it came about that North Emily was as solidly Catholic as South Emily was solidly Protestant, while both were Irish.

Practically all of the new colonists were established on their lots in the autumn of 1825. The British government now issued them free rations for eighteen months on a basis of one pound of pork

and one pound of flour per man per day. Each family was also given a cow, an axe, an auger, a hand-saw, a hammer, one hundred nails, two gimlets, three hoes, a kettle, a frying-pan, an iron pot, five bushels of seed potatoes, and eight quarts of Indian corn.

A tradition has been handed down in Protestant Emily that no work was done in the northern concessions until all the government rations had been eaten up. Official statistics, however, show this bitter tale to be born of prejudice and not of truth. During the first year, though fever and ague left every family to mourn its dead and touched the living with a constant palsy, these Catholic pioneers cleared away 351 acres of pine forest, raised 22,200 bushels of potatoes, 7,700 bushels of turnips and 3,442 bushels of Indian corn, sowed 44 bushels of fall wheat for the next season's crop, and made 22,880 pounds of maple sugar. They also purchased on their own account, 6 oxen, 10 cows, and 47 hogs. It is evident that they did not eat the bread of idleness. (See *Third Report of Emigration Committee*, British Parliament, 1827; page 431.)

The Mill Village of Omemee

The mill built by William Cottingham[1] in 1825 became so important as a base of supplies during this Robinson immigration that a store was opened beside it in 1826. This was the nucleus around which the modern Omemee has grown.

In 1835 a post office was established here with Josiah L. Hughes as postmaster. This post office was called Emily, but the hamlet was known generally as Williamstown—doubtless equivalent to "William Cottingham's town." In 1835, also, the first school was built on the site of the later Bradburn's Hotel. James Laidley and Captain Hancock were amongst the earliest teachers.

The first preachers to come in had been Methodist pioneer missionaries or "saddlebags." Prominent amongst these was the Rev. "Daddy" Sanderson, known irreverently throughout the township as "Little Peculiarities," because his invariable reproof to those whom he heard criticizing others was: "You know we all have our little peculiarities." In 1826 a church, used chiefly by the Methodists, was built on the northwest corner of Lot 13, Concession 2. An Anglican clergyman, the Rev. Mr. Thompson, famed locally as a

[1] In a tragic disaster at 3 a.m. on February 6, 1843, at the height of a westerly gale, the home of William Cottingham was destroyed by fire. William himself, his wife and a baby were saved but five of their other young children and a female servant were burned to death. Twenty persons were sleeping in the house when the fire broke out.

classical scholar, used to come in from Cavan and hold services in private homes. In 1835 an Anglican church was built at Williamstown and the Rev. M. Street, of Cobourg, became the first resident clergyman. A Methodist church was begun in the village in 1836, but took several years to finish. The first Presbyterian minister was the Rev. Mr. Dick, who was succeeded by the Rev. Mr. Ewing.

In the forties the name of the village was changed to Metcalfe. A business directory of 1850 gives the following names: William Cottingham, miller, lumber merchant, carder and fuller; Robert Grandy, postmaster; Richard Galbraith, distiller; Wm. Kells, teamster; C. Knowlson, merchant; Wm. Matchett, merchant; W. Beatty, merchant; Rev. John Burk, R.C. priest; Rev. Robert Harding, Anglican priest; Rev. John Ewing, Presbyterian minister.

The Port Hope, Lindsay and Beaverton Railway was built through the township in 1857, but the station was placed at an extraordinary distance from the village. This was apparently done by the railway company out of spite because the bonus paid them had fallen short of their demands.

The name of the village was now changed to Omemee, after the Omemee or "Pigeon" family of Mississauga Indians, who had long made this neighborhood their hunting-ground. The names of Pigeon Creek, Pigeon Lake, and Omemee have thus a common origin.

Incorporation as a village was secured in 1874. The first Village Council was constituted as follows: Reeve, Wm. Cottingham; Councillors, Jas. Ivory, Wm. Neil, John English and Copeland Laidley. Its officials were: Clerk, C. Knowlson; Treasurer, W. S. Cottingham; Collector, S. English; Assessors, J. Ritchie and W. H. Hill.

Omemee reached its maximum of prosperity and population in 1878, when it had 835 inhabitants. There were then three churches, a high school and a public school, a grist mill, two sawmills, a tannery, a foundry, a shingle mill, a cloth mill, four hotels and several stores. The "Warder," now of Lindsay, had been published in Omemee from 1856 to 1867, but its successor in the seventies was the "Herald," now defunct.

By 1920 the population had dwindled to 467, but by 1961 it had risen again to 809. Fire has been a frequent enemy. Although Omemee purchased new fire-fighting equipment in February 1926, it was unable, through lack of water, to prevent the complete destruction of the tannery in April 1942 (loss $100,000) and of the hockey rink in April 1965 (loss $40,000). In 1953 the tannery prop-

erty was taken over by the Regal Stationery Company. In September 1929, a stone memorial chapel, Gothic in style and erected by Lady Eaton in memory of her parents, John and Jane McNeely McCrae, was dedicated in the Emily Cemetery, west of the village. New bridges over the Pigeon River were officially opened in 1933 and 1953. An Omemee public library was founded about 1907, became a free library in June 1962, and has now an annual circulation of around 4,000 volumes.

There has been no other considerable village in Emily. The quondam post office of King's Wharf dates from the time of the Robinson immigration and a Roman Catholic church built in the 1840's at "Downey's Cross" has been surrounded by the modern hamlet of Downeyville, population 65. In March 1958 Emily took steps to eliminate shacks and slum houses from the highway and the lake shores. It was the first township to make this move.

The Municipal History of Emily

The municipal history of Emily may be said to commence in 1824 when Samuel Cottingham collected the first taxes, amounting to sixteen shillings, and carried them to the Treasurer of the Newcastle district at Cobourg. His commission as collector was one shilling, and his expenses in the undertaking, borne by himself, amounted to several shillings.

The Colborne District was formed in 1841 and allegiance transferred from Cobourg to Peterborough. A new system of local government was now inaugurated, whereby each township had local officials, wardens, and a clerk, a tax-collector and an assessor, and also elected representatives to a District Council at Peterborough. Jos. L. Hughes, the postmaster at Williamstown, and Wm. Cottingham, the miller, were the first District Councillors from Emily. They, along with Dennis Hullahan, were also Township Wardens. The Township Clerk was Christopher Knowlson, the Collector, Hugh Collum, and the Assessor, James English. The chief work of the township officers lay in the extension of roads and schools. Economy seems to have been strictly observed, for the township accounts for the period 1843-49 shows a total expenditure of only thirty-two dollars.

In 1850 the Colborne District became Peterboro County and the modern system of municipal institutions was established. The first Township Council under this form of administration comprised the following: Reeve, Wm. Cottingham; Councillors, Wm.

Buck, Thomas Fee, Christopher Knowlson, and Michael Lehane. The official appointments were: Clerk, Robert Grandy; Treasurer, Thomas Mitchell; Assessor, James English; Collector, Arthur McQuade; Auditors, T. Crawford and H. Sherwin; Superintendent of Schools, Dr. Irons.

The total resident population of the township apart from Omemee was 2,554 in 1880. The assessment returns of 1920 showed that this rural population had dropped to 1,656, a decrease of over thirty-five per cent. Since then it has stood firm and was recorded as 1,691 in 1961.

(*B*) *The Township of Mariposa*

Mariposa is the Spanish word for "butterfly." No record or even legend persists to explain through what whim of early officialdom a backwoods township was so named.

Mariposa township was surveyed in 1820 and formally attached to Durham County, Newcastle District, in 1821. In shape it was originally a rectangle, nine miles from east to west and fifteen from north to south. There was added to it later, however, a broken southern front on Lake Scugog, now known as concessions A, B, C, and D, Mariposa, but formerly attached to the township of Cartwright, which now lies entirely on the south side of the lake. The other municipal neighbors of Mariposa are Ops and Fenelon on the east, Eldon on the north and Brock, in Ontario County, on the west. Its superficial area is 75,102 acres. The land surface is moderately undulating, with a very immature drainage system. The chief stream, known variously as Big Creek, Black Creek, Davidson's Creek, West Cross Creek, and Mariposa Brook, rises in swamps near Manilla on the western boundary, flows eight miles northeast to about Lot 18, Concession 13, then turns directly south until it passes Little Britain on Concession 4, and finally turns east to pass out of the township on the 3rd Concession and empty into the Scugog River in Ops. The meagre flow and gentle current of even this main stream and the consequent lack of any considerable waterpower is beyond doubt the explanation for the absence of any outstanding village in Mariposa. The soil, however, has always surpassed in richness that of any other township in Victoria. Once the heavy timber had been removed, it held, as it still holds, an easy leadership in agricultural prosperity.

This well-known fertility of the township resulted in the blocking of general settlement until nearly a decade after the major

immigration into Emily. The Canada Company secured large concessions here; George Strange Boulton of Port Hope, the Family Compact member for Durham, arranged for a rich grant to himself; and lesser octopuses were not wanting.

For many years Mariposa was visited annually by these economic parasites, who came in to inspect and invest for speculation, but not to occupy the land. At last in 1827, S. Patterson, of Markham, Ontario, settled near the modern Manilla. Others who located prior to 1830 on land near Manilla which they purchased from the Canada Company at from $1.50 to $2.00 per acre were the Ewings, McLeods, Houghs, McPhersons, Pillings, and Winters. Just before and during 1831, a large contingent of Scotch settlers, chiefly from Argyllshire, poured in along the Eldon boundary on the north. Amongst the families who overflowed on the south side of the line were the Blacks, Calkins, Campbells, Charitons, Copelands, Grants, Irishes, Kinnells, McCrimmons, McCuaigs, McGinnisses, McLeans, Ringlands, Spences and Wicks. In 1831, also, the Edwards and Williams families took up land along the western boundary and one Samuel Dick built his cabin in the hardwood forest near the site of modern Oakwood. His nearest neighbors on the east were at Purdy's Mills, nearly nine miles away. In this same year, when actual settlers began to increase and set about the improvement of the land, the blowfly swarm of speculators became so numerous and importunate that the Land Office refused to grant any further locations without an express pledge of settlement. Fortunately men were not lacking to undertake such pledges. For the next three years there was a steady immigration of settlers of the very best type, chiefly Canadian-born pioneers of the second generation whose fathers had hewn out prosperity in the front townships of Northumberland County and in the Ontario County townships of Whitchurch and Markham. Most of these families settled in the centre of the township, along "Big Creek." Amongst them were the Armitages, Bacons, Bunnells, Davidsons, DeGeers, Delongs, Dundases, Haights, Hubbells, Lakes, Lloyds, Marks, Minthorns, McNeils, McWilliams, O'Brien's, Penroses, Piersons, Readers, Richardsons, Roadhouses, Taylors, Tifts, Waites and Weldons. From 1834 to 1837 a few more families drifted in each year. Prominent among those who settled in the eastern part of the township were William Brown, William Bowes, and John Cruse, a Quaker. For many years yet there was little or no communication between the Canadian-born settlers in the centre of Mariposa and their Scotch neighbors on the northern border, for a deep tract of diffi-

cult forest, held by speculators, intervened. There were likewise very few early settlers in the extreme south of the township.

All of these pioneers in Mariposa came in from the south and southwest and not by way of Peterborough, Cavan, or Emily. Supplies were first obtained from Newmarket, then from Prince Albert, on Lake Scugog, and finally from Port Perry. Trade was not opened up with Lindsay until very much later. In the beginning, the nearest post office for the receipt and despatch of mails was at Butcher's Point on Lake Simcoe. Then Prince Albert was for a short time the closest centre for mail, until "Mariposa" post office was opened at what is now Manilla.

By 1850 the population of the township had risen to 1863, only 269 fewer than in 1920. The harvest of that year included 70,000 bushels of wheat, 41,000 bushels of oats, 14,000 bushels of peas, 33,000 bushels of potatoes, 31,000 bushels of turnips, 38,900 pounds of maple sugar, 10,500 pounds of wool, and 4,000 pounds of butter. This represented, however, only a small portion of the effort of that day, for the great task of each farmer was still the conquest of a virgin forest of oak and maple. Such crops as were exported were teamed in the winter-time south to a village (now deserted) called Port Hoover, on the north shore of Lake Scugog, thence across the lake to Caesarea, in Cartwright, and south by road to Port Whitby, on Lake Ontario.

Municipal organization in the early thirties was very slight. Louis Winters was the first tax-collector and E.R. Irish the first Township Clerk. The personnel of the Magistrate's Court for Mariposa and Eldon combined comprised Messrs. Irish, Ewing, Williams, and Calkins. Samuel Davidson represented Mariposa at Peterborough on the first Council of Colborne District in 1842. The first Township Council after the Municipal Act of 1849 included the following: Reeve, John Jacobs; Councillors, Samuel Davidson, Obadiah Rogers, Robert Whiteside, and William Ramsey; Clerk, A.A. McLaughlin; Treasurer, James Thorndyke.

A Business Directory of Canada published in 1850, gives the following names in Mariposa: Coulter's Corners (now Manilla): Mary Douglas, Postmistress; George Smith, merchant; L. McKinnon, carpenter; D. McLean, carpenter. Oakwood: A. A. McLaughlin, Postmaster and innkeeper; Thomas Marks, inn-keeper.

A Trio of County Villages

Mariposa is easily the most fertile township in Victoria County. It lacks, however, two of the most efficient factors in the development

of village life. There is no abundance of waterpower and no focusing of railroads. The old Indian portage of Onigahning at the rapids in the Scugog River in Ops has had both and has therefore become the site of Lindsay, the only town in the county. In Mariposa, on the contrary, there have been three small villages, Manilla, Oakwood and Little Britain, none of them incorporated, which have grown up around a Post Office, a Township Hall and a small mill respectively.

MANILLA straddles the boundary between Victoria and Ontario Counties on the line between the 8th and 9th Concessions of Mariposa. The germ of the present village was the Post Office opened up here in 1837 in the log store of Jacob Ham. For six years this was the only Post Office for the township. Soon afterwards the Bible Christians built a church, which was rebuilt of brick in 1871. The Presbyterians built in 1853, the Baptists in 1856, the Congregationalists in 1860, and the Methodists about 1870. A certain amount of trade and industry also gathered about this centre. In 1881 the village boasted a flour mill, run by steam because of the absence of waterpower, a rake factory, and half a dozen stores.

OAKWOOD is situated on blocks off lots 15 and 16 in concessions 8 and 9. The name is derived from the heavy forest of oak which originally covered this neighborhood. James Tift settled here about 1833 and may therefore be regarded as the father of the village. In 1843 a Post Office was established with A. McLaughlin as Postmaster. Peter Perry of Whitby opened a store in 1844 and in the following year a Township Hall was built. In 1875, when an affluent Mariposa became free of debt, it was rewarded with a provincial grant to build a township hall and a grammar school. On January 17, 1924, a new Hall was opened in Oakwood to replace the structure of 1875. In June 1956, a new combination fire hall and library building was officially opened by Premier Leslie M. Frost. It had been erected by the combined efforts of the library board, the Women's Institute and the village trustees.

The first tavern or hotel at Oakwood was run by Thomas Marks. He was succeeded by Thomas Hueston and he in turn by William Banks, who carried on the business for nearly twenty years.

The first church was built by the Bible Christians in 1850. The Episcopal Methodists built five years later, the Canada Methodists in 1858, and the Anglicans in 1860.

The chief business firm in 1888 was the general store of Hogg Bros., with which was associated a 30,000 bushel grain elevator at Mariposa Station, a mile from the village. To this elevator came

Mariposa's export trade in cereals, and its clover seed, which had gained a wide reputation. Hogg Bros. also managed the Post Office and telegraph office. Other units in the commercial aggregate were A. Cameron's general store, M.N. Anderson's tailor shop. William Brucker's hotel, Alfred Lake's machinery depot, Thomas Staples' blacksmith and carriage works, Nicholas Hill's blacksmith and carriage works, George Humphrey's carriage works, W. H. Harper's harness shop, and Robert Broad's hardware store.

Prominent citizens of that day were, James Thorndyke, J.F. Cunnings, Robert Webster, Sr., William Webster, Jesse Weldon, Sr., W. A. Silverwood, John Coad, David King, Richard Hancock, and A. Lake.

The first mile of concession road east from the village is bisected at right angles by Mariposa Brook. The neighborhood of this intersection, known locally as "the Crick" or "Carew's Creek," was once busy with a tannery, a sawmill, a flour mill and a chair factory, but by 1888 a brickyard and a livery stable (both since vanished) were all its boast.

The next cross-roads to the east again was known as East Oakwood or Taylor's Corners. Here the Hon. S. C. Wood, before the days of his political bloom, did business in "The Stone Store." In the eighties John Maunder and William Wakeley manufactured wagons and carriages here.

LITTLE BRITAIN is on lots 15 and 16, concessions 4 and 5, four miles straight south of Oakwood on the old grain route to Port Hoover. It is built almost at the intersection of Mariposa Brook and a small tributary which flows through the village from the west. It was founded by Harrison Haight, who settled here in 1834 and three years later built the first mill in Mariposa. This mill, which was not demolished until 1910, required the efforts of nearly the whole countryside for its erection, for its beams and post were of ponderous white oak. At this time there was no bridge over the creek and no road between Little Britain and Oakwood. Robert F. Whiteside was the village's chief merchant and leading citizen during the pioneer period. In 1850 the Christians opened a church and in 1852 the Bible Christians followed suit. A Post Office was not opened until 1853.

The year 1888 saw Little Britain the largest business centre in the township. The chief industries were: Joseph Maunder's carriage and blacksmithing works; Wm. Burden's carriage and blacksmithing works: Maunder's sash, door and planing factory and shingle mill; Edwin Mark's foundry and implement works; Isaac

Finley's steam roller flour mill, and Davidson's flour mill. W.H. Pogue, S.H. Metherell, J. Weldon, and T.H. Morton ran general stores. T.H. Morton also had the Post Office. H.C. Wills owned a grocery store and also ran the stage to Mariposa Station. A.M. Rusland had a tinware store, R. Smith a furniture store, S. Champion a tailor shop, and both Wm. Rodd and John Eck harness shops. Joseph Lenkins ran the village hotel.

The chief sanctuaries were the large Methodist church on Mill Street West, presided over by the Rev. William Briden and his assistant, the Rev. S.H. Anderson, and the Christian church, tended by the Rev. J.C. Pilkie.

Prominent among the pioneer names in and about Little Britain are those of Broad, Cory, Davidson, Dix, Eakins, Glass, Glennie, Greenaway, Hall, Henderson, Johnston, King, Marks, Metherell, Netherton, Parkinson, Prouse, Rays, Rodman, Slemmon, Stewart, Wallis, Webster, Whiteside, and Wickett.

None of these three villages, Manilla, Oakwood and Little Britain, have attained dimensions sufficient to command incorporation. The reason, as already suggested, lay in the absence of power for industry and in the fact that no railway station was placed within a mile of their borders. Whether this represented the balanced result of village plotting and counter-plotting in the days of railway construction, or whether the railway-builders were inadequately bonused, or whether the route of the Whitby-Lindsay division was the necessary choice of civil engineers, is somewhat uncertain. In any case, the railway has contributed nothing to the growth of these centres.

There are no other villages in Mariposa. Woodville is an incorporated village on the Eldon boundary but is usually reckoned as belonging to the latter township, even though part of its population has spilled over on the 15th concession of Mariposa. Linden Valley in the northeast, Glandine on the Ops boundary, Valentia in the southeast and Fingerboard in the southwest are former postal hamlets. Cresswell is a hamlet on the Whitby-Lindsay division just south of Manilla Junction. Grass Hill is a former station on the Coboconk division at the Eldon boundary.

The population of Mariposa has fallen off remarkably during the last generation. From 1871 to 1920, it dropped from 5,363 to 3,132, a loss of 2,231 or over forty-one per cent. By 1961, the total stood at 2,876, or slightly over one-half of the 1871 maximum.

The assessed value of real and personal property within the township was set at $2,480,675 in 1886, at $3,722,995 in 1920, and

at $3,642,299 in 1964. In view of the erosion in the value of the Canadian dollar, this latter figure must represent a serious drop in real assessment.

(C) *The Township of Ops*

The township of Ops is named after the Roman goddess of plenty and fertility. Ops was the wife of Saturn and the patroness of plenty.

The choice of such a name was not inept. The township is made up of a blanket of rich clay loam spread over a bed of comparatively level limestone. In outline it is a rectangle, ten and a half concessions, or about nine miles, from west to east, and twenty-eight and a half lots, or some eleven miles, from south to north. Its area is divided into approximate east and west halves by the Scugog River, which flows from Scugog Lake in the southwest corner of the township into Sturgeon Lake, near the centre of northern boundary. The town of Lindsay is built beside the river on Lots 19, 20, 21 and 22, Concessions V and VI, or almost in the centre of the north half of Ops. The Scugog has several tributaries. East Cross Creek, which joins it on Lot 9, Concession IV, divides into two main branches on Lot 5, Concession V, one arm, East River, pushing southward far into Cartwright Township, Durham County, and the other, Stony Creek, stretching east to the 9th of Ops and thence in a general northerly direction past Reaboro into a long swamp that extends even beyond Byrnell, near the northeast corner of the township. Just opposite the mouth of East Cross Creek, Mariposa Brook, or West Cross Creek, debouches into the Scugog. This stream drains most of Mariposa Township, to the west. Smaller auxiliaries to the main river are Sucker Creek, which enters from the east through the Lindsay Protestant cemetery, and the Old Distillery Creek (formerly known as Logie's Creek or Hopkins' Creek) which drains a swampy area to the northwest of Lindsay. In the early days, nearly all the streams of Ops were associated with wide tracts of marsh and bog that long proved a stubborn obstacle to farm development.

Pioneers in Southwest Ops

The first grants of land in Ops that can be traced in the provincial archives at Toronto are to Patrick and John Connel, brothers and Irishmen, and were made in December, 1825. John Connel settled

on Lot 3, Concession I, and Patrick on Lot 7, Concession II. The latter, who was known for the rest of his life as "King Connel," was ultimately buried on his farm, where his grave may still be seen. The Order-in-Council by which the land was given him reads as follows: "In Council, 23rd December, 1825. Ordered that Patrick Connel, a native of Ireland, now of the town of York, yeoman, who has a wife and six children, shall receive a grant of two hundred acres of land. Regulations, 31st January, 1824, as explained in Council 29th April following. (Sgd.) John Berkie, Comptroller." The document bears the following endorsement: "Warrant No. 4957. Patrick Connel. O'C., Dec. 1825. Regl. 31 January 1824. Certified to be located by the Hon. P. Robinson, 27th March, 1826. Lot 7, 2nd Con. Ops., 200 acres."

The next recorded grant was on March 30, 1826, when a clear patent for 2,833 acres for given to one Duncan McDonell, of the village of Greenfield, Glengarry County. McDonell had conducted the government survey of Ops, and was thus paid in land instead of cash. The allotments which made up his estate were as follows: Lot 1, Con. I; Lots 14, 16, and 19, Con. III; Lot 13, Con. IV; Lots 13, 19, and 24, Con. V; Lots 8, 17, and 19, Con. VI; Lots 17 and west half 27, Con. VII; Lot 26, Con. VIII; Lot 5, Con. X. These lots were doubtless singled out by him as the choicest morsels in the township. The Duncan McDonell grant included all that portion of Lindsay which lies south of Durham Street, a full one-quarter of the entire town.

McDonell himself never settled in Ops, but two of his assistants, Pat Lee and Dan Shanahan, took up small grants and remained to work them. Lee settled on Lot 5, Concession II, which lies on both sides of the Scugog. The eastern portion, totalling 107 acres, and now owned by Robert Jordan, he left in bush; while the western fragment, amounting to only 22 acres, he occupied and cleared because neighbors were closer at hand. This latter portion is now part of James O'Reilly's farm. Shanahan, the other of McDonell's men, located on Lot 3, Concession III.

Patrick Dunn was a very early settler, who is supposed to have squatted on the north half of Lot 12, Concession V, long before the township was opened. John Ferris, an immigrant from Antrim, Ireland, bought this property from him in 1830. John Brady visited the township in 1822, but left again and did not return to settle permanently until 1827. In the following year, three brothers, Philip, Patrick, and James Murray, settled side by side on Lots 9 and north one-half 8, Concession V. About the same time a number

of families from a single neighborhood in South Ulster entered in a body. Amongst these were Michael Brady, Terence Brady, Edward Murphy, Patrick Hoey, and Bryan Hoey. About 1829 John Maloney, Dennis Twohey and John Jones settled on Lots 17, 18, and 19, Concession IV. Other early pioneers in the southwestern part of the township were Michael Lenehan, Oliver Bourke, John Pyne, Thomas Pyne, Michael O'Brien, Patrick Hannavan, the Hazeltons, Hydes, Millers, and others. Roger McHugh, grandfather of Senator George McHugh, settled on Lot 14, Concession V, in July 1832. He was a discharged Irish sergeant from the 3rd Garrison Battalion and this 200 acres was a free pensionary grant, even stationery being charged to the crown, as stated in the Order-in-Council, Warrant No. T 57.

The Eastern Concessions

Most of the earliest settlers in Southwest Ops came by way of Bowmanville or Whitby and Port Perry. Meanwhile, however, another area of settlement was developing along the eastern concessions, and by the eighteen-thirties the general route into Ops was from Emily and not from south or southwest.

The first permanent settler on the eastern boundary was Abner Cunningham, a Robinson immigrant, who came in early in 1826. Cunningham had four sons, Joseph, Joshua, John and Abner. Near neighbors were the Sutherlands, Nugents, Powers, O'Donnels, Scullys, and Corneils. David and Charles Corneil, though at this time transplanted from Limerick County, Ireland, were really descendants of Palatine refugees who had been granted an asylum there in the reign of Queen Anne. James Macdonald and John Blaylock were old Peninsular War veterans who settled hereabouts. The former lived to be an active man at 108 years of age.

Thomas Rea was a man of prominence in this neighborhood. Rea was a native of Fermanagh, Ireland, and had mastered the crafts of carpenter, cooper, smith, and weaver. He came to Canada in 1820, but sojourned temporarily in York and in Mulmur Township, Dufferin County, before settling finally in Ops, on Lot 7, Con. X. Here he secured a government contract to build a road extending from Lot 5 on the Emily boundary up as far as John Walker's farm, Lot 15, Concession VII, and passing diagonally through the modern hamlet of Reaboro, so named in his honor. A few years later this same locality was noted for a stone tavern, built and occupied by one Francis Kelly, who handled the stage route west

from Peterborough over this road. The stone ruins of the old Kelly Tavern were still identifiable in 1965. Among the early settlers west of Reaboro were the Connollys, Walkers and McDonoughs, who came from Fermanagh.

South and Centre

William Reynolds and his brother Robert were pioneers in the Mt. Horeb neighborhood. They were natives of Tipperary, Ireland. Duncan Fisher settled on Lot 12, Con. VIII in 1828. His sons were Peter and Donald. The former died in 1915 in his ninetieth year, and the latter in 1920 in his ninety-fourth year. The Skuces and Pogues also located early in the southern part of the township.

The original reservation for the site of Lindsay was a 400-acre tract comprising Lots 20 and 21, Concession V. Prominent among the land owners near at hand were Capt. John Logie, a naval officer, who held 700 acres, namely, Lot 18, Concession VI, on which he himself lived in a frame house near the river bank, Lot 24 and the north half of Lot 23, Concession IV, which later passed into the hands of the Hopkins family, and Lot 20, Concession VII, later occupied by two of his grandsons, Messrs. Henry and Robert Logie. A man named Moe owned 400 acres immediately adjoining the townsite on the north and Duncan McDonell of Glengarry held an equal reservation just south of the site.

Some Annals of the Scugog

The history of the growth of Lindsay will be given later in a separate chapter.

The story of Scugog River may, however, be appropriately included in the present sketch, and in its telling we shall now come to a man whose name is also written on the first page of Lindsay's annals. This is William Purdy, who, in 1830, built a mill on the river within the modern limits of Lindsay.

The Scugog, before this time, had been a very small and shallow stream. The early settlers in Patrick Connel's time used to drive through it with oxen and a jumper loaded with sacks of grain on their way to "Gray's Mill," their nearest gristing-place, which lay far to the south near Orono. On Lot 21, Concession VI, the banks became high and steep, and there were rapids by which the river descended three feet. At the head of these rapids, Purdy and his

sons Jesse and Hazard built a mill and a dam with a head of ten feet.

He was then authorized by the government to grist for the neighborhood for a toll of one-twelfth. On the 9th of May, 1834, the following Order-in-Council was also granted in his favor: "Ordered that a Deed issue to William Purdy of the Township of Ops in the District of Newcastle, miller, for Lots numbers 20 and 21 in the 6th Concession of the said Township of Ops, and that the Surveyor General do make such a reservation in the Deeds that hereafter issue for the Lots now overflowed by the mill dam as will secure him in the rights of keeping the water at its present height without subjecting him to an action for damages. (Sgd.) John Birkie, Clerk of Executive Council."

Purdy was thus given 400 acres of land and the promise of freedom from legal action from the scores of settlers who were already located upstream and whose land would be extensively inundated by the building of the dam. But all was not well. Not only Scugog River, but East and West Cross Creeks and Scugog Lake as well, were heaped far back over their customary banks. All trees on this drowned land died. The stagnant waters grew miasmic and a plague of fever and ague killed off scores of settlers on the farms near by. Then grief found vent in action and the whole bereaved countryside, from as far south as Port Perry, rose up one summer day in 1838, seized flintlocks, axes, and pitchforks, and marched to Purdy's mill. An attempt was made to call out the militia, but in vain. However, no personal hurt was done but the dam was soon hacked away and swept down stream on the unpent waters.

The grievances of the settlers were so genuine that the government made no attempt to punish this act of violence.

The sequel may be found in an old document recording an agreement made on December 18, 1843, between Purdy and the Board of Works of the Province of Canada, a government department which had been established the year before by Act of Parliament. By this agreement, the Board of Works built a dam and lock farther down the river, on the exact site of the corresponding structure of to-day, and granted Purdy the use of all surplus water that would not be needed for navigation. Purdy was to provide all his own flumes and flume-heads and to keep the dam in repair. The Board of Works was to receive half an acre of land bounded by the river and the present Lindsay and King Streets, and extending five chains to the east, as premises for the house and garden of a lock-

tender. Purdy, moreover, was to relinquish all claim for damages for the destruction in 1838 of his first mill-dam, and in settlement for this and all other concessions in the contract he received from the government four hundred pounds in cash.

The government dam had been begun in 1838 and was completed in 1844. It raised the level of the river by seven feet, or three feet less than the earlier maximum. This level was acceptable to the countryside, though complaints were rife several years later, when Hiram Bigelow, Purdy's successor, raised the water an extra foot by placing a flash-board along the top of the dam.

River navigation received an impulse by the building of the lock in 1844. This structure was 131 feet long, and 32 feet 6 inches wide, and had an eight foot lift. At first the chief craft were horse-boats, small barges worked by a treadmill with side paddle-wheels attached to its major drum. A sturdy nag would be placed on the battens at Caesarea with his nose towards that village, and his steady tramping would bring the one-horse-power vessel slowly down through Lindsay to Fenelon Falls or Bobcaygeon. About 1851, steamboats were built. The "Woodman" of Port Perry was the first to be launched and the "Ogemah" of Fenelon Falls followed shortly after.

In 1855 the government found the canals and locks on the Trent system so heavy a financial loss that it turned all such works over to a corporation known as the "Trent Slide Committee." This corporation abolished the lock at Lindsay and substituted a timber slide. A toll was then exacted on all timber floated.

At the time of this change, all the steamboats were on the waters below Lindsay. The township therefore undertook to build a flat wooden bridge, placed on shanties, across the Scugog on the line between Lots 15 and 16, Concession V, west from the Pottery Corners. This new crossing was known as "Ambrose's Bridge," but was constructed by Charles McCarty. After some years, another steamboat, the "Lady Ida," was built at Port Perry, and it became necessary to force a passage through the bridge. This was accomplished by sawing it in two across the centre and shifting the two halves by means of "cats" or windlasses. The arrangement put too much strain on the bridge, however, and it soon collapsed. Years later, enterprising citizens of Lindsay came out and took away all its timbers for firewood. Today not the smallest trace of "Ambrose's Bridge" can be discovered.

The timber slide on the Scugog gave place to a lock again in 1870. This was installed by Thomas Walters on the same sills as the

1844 lock. The present lock and dam, which are also on this same location, were built in 1908.

Forgotten Highways of Long Ago

The early roads by which men came to Purdy's mill or departed to north, south, east or west have almost vanished. The present highways tend to follow the correct concession lines but the first bush roads to be slashed through cut deliberately across country towards their objective, though with many a bend and swerve by which to keep on high, dry ground.

A traveller leaving Lindsay for the south would drive out Queen Street, in the East Ward, as far as "Kerry's Corners," and then turn south on what is now Logie Street. On approaching the concession line on the west side of Lot 17, Concession VI, the old South Trail swerved east about half a lot in order to cross Sucker Creek on a more favorable level, then returned to the concession line and after following the present road for half a mile, struck off towards the river. Thereafter it skirted the Scugog very closely, though keeping to high ground, as far south as Clabo, whence it ran straight south to Janetville, Orono and Newcastle.

Should our traveller's destination have been Reaboro, Omemee or Peterborough, he would have taken the same route as far as Kerry's Corners. He would then push on straight east out Queen Street, but on swerving southeast at the present town boundary, he would continue in that direction as far as the line between the 7th and 8th concessions, cutting across the Logie and Ball farms. On one pasture-field here, the old road, closed some decades ago, is still quite distinct. The route next ran down the concession line as far as Lot 14, Concession VIII, and thence diagonally across country through Reaboro and out into Emily at Lot 5, Concession XI. This last section of the old road is still open.

The first road to Fenelon Falls ran northwest from about the present Presbyterian church, across Brewery Creek, a swampy stream now masked by the Sussex Street Drain, and up over the Court House hill. The section that lay across Brewery Creek was known as "The Long Sault" because of its hazardous wetness. Leaving the town on the same northwest run, it crossed the next creek on Lot 24, Concession IV, west of the present Fenelon Road. This lot was occupied by Alex. Logie, a son of Captain John Logie, who ran a sawmill on the creek. The road then passed over the Murphy and James farms, ultimately to run north to the boundary on the

line between the 2nd and 3rd Concessions. Here, to the east of the road, on Robert Tompkins' farm, about half a mile north of School Section Number 3, was long the chief cemetery for South Fenelon and Northwest Ops. The graveyard may still be seen, though fallen upon days of profound neglect. The old Fenelon Road, after crossing the boundary, and slipping down the great limestone escarpment (here very much diminished), struck northeast over the Widow Tompkins' farm, crossed McLaren's Creek by a stone bridge which still remains, midway between the two concession lines, and then ran slantwise towards Cameron. Many decades passed before anyone undertook to chisel a road down the cliff on the line where the main road now descends to McLaren's Creek.

The earliest road to Oakwood went straight west from Lindsay, crossing over a swamp on the 3rd and 4th concessions by means of corduroy.

Still another pioneer road ran southwest from the head of Kent Street West across country to Port Perry. Fifty years ago its course was still very evident, although it was then fenced in. Even at that time pedestrians made use of it for convenience' sake.

Officials and Figures

The municipal history of Ops has followed a course similar to that in the other townships. In 1842, Francis Kelly represented Ops on the first District Council held in Peterborough. The first Township Council comprised the following: Reeve, William McDonnell; Councillors, John Gibb, Patrick McHugh, Thomas Rea, and Thomas Keenan. The Clerk was Dr. William Bird. Patrick McHugh was the first reeve of Ops after the separation and incorporation of Lindsay in 1857. In more recent times, John Kennedy and his son Peter have served successively as Township Treasurer for over fifty years.

The chief municipal undertakings in Ops have been the draining of the "Long Swamp," west of Lindsay, in 1880, and of the Stoney Creek area in 1908. The latter scheme ran two trunk drains northeastward from about Lot 6, Con. VI, one past Reaboro and on into Emily and the other via Cunningham's Corners to Salem school. Thorough drainage was supplied for 1,246 acres and an outlet for 3,809 acres.

A large township hall of brick was built in 1861 at what is now the entrance to the Riverside Cemetery. When the old building was crowded with a nomination meeting on December 31, 1906, the

rotted floor gave way with a crash and jagged rents appeared in the walls. The crowd knocked all the windows from their frames in the mad rush outwards that followed. No one was hurt. In 1965, Ops township decided to build municipal offices on a 2-acre site on the Downeyville Road, east of Lindsay. This will be its centennial project. In 1965 it also sanctioned the construction of a $250,000 elementary school, to be located on Highway No. 7 at Cunningham's Corners. This building will accommodate over 300 pupils and will replace eleven small rural schools in Ops.

The population of Ops was 3,101 in 1886, dropped to 1,981 in 1920, and was 1,928 in 1961. Some of this latter figure was probably urban sprawl over the town-limits of Lindsay. The township assessment had increased during the same period from $1,529,729 in 1886 to $2,475,000 today. In terms of 1886 dollars this is either a catastrophic drop in real values or a marked softening of the assessor's heart.

(*D*) *The Township of Eldon*

The township of Eldon is named after John Scott, first Earl of Eldon, who was lord high chancellor of England from 1801 to 1827. Eldon, though a consummate judge, was an unprincipled politician, and a remorseless enemy of all reform. The Scottish settlers had wanted the township called "Caledonia" but were overruled by the officials of the Family Compact.

The township which bears Eldon's name is a rectangle about twelve miles from north to south and nine from east to west. The superficial area is a little less than one hundred square miles. The neighboring townships are Mariposa on the south, Fenelon on the east, Carden on the north, and Thorah, in Ontario County, on the west.

The soil in the south is excellent, approximating to that of Mariposa. As one goes north, however, the soil becomes thinner and lighter and the underlying limestones often crop out. An old preglacial rock escarpment enters the township on Lot 7, Concession XI, northeast of Hartley, and travels west, with many windings and deviations, to leave it on Lot 11, Concession I, west of Argyle. The northwest corner of Eldon is crossed by the Talbot River and its extension, Cranberry Lake. Two tributaries are Butternut Creek, near Bolsover, in the northwest, and Grass River in the northeast. A concession east of Kirkfield, Grass River expands into Mitchell's Lake, a small body of water which owes much of its present size to

the building of the Trent Valley Canal through it. This latter work cuts across westward from West Bay, Balsam Lake, in Bexley, to Mitchell's Lake; thence northwest to descend to the Talbot River level north of Kirkfield by a fifty foot hydraulic lift lock, and thereafter twenty-one miles southwest down the Talbot River valley, though not always in its old bed, to Lake Simcoe. In addition to the streams already mentioned, small creeks flow east and west from the centre of the township into Balsam Lake and Lake Simcoe respectively. The sources of nearly all streams and rivers lie in wide tracts of swamp, which are a total loss to agriculture.

There are eleven main concessions in Eldon. The concessions are numbered from west to east and the lots from south to north. Concessions IX and XI, for some unknown reason, are of only one-half the usual width. The name "Palestine" is applied locally to the northern two-thirds of Concessions VII to X, and this neighborhood is further subdivided into "Upper" and "Lower" Palestine.

The old Indian trail by which aboriginal travellers had for centuries crossed from Lake Simcoe to Balsam Lake lay in part across North Eldon and was the main route for pioneers here and in Bexley. The early settlers used an old punt to cross the Grass River where it interrupted the portage trail on the 9th Concession. Where the boat was at one bank, travellers on the other side had to wait for some one to come from the opposite direction and bring it across to them. There is a tradition that one man waited in this way for two weeks. The story is hard to credit, even though the locality is all beaver meadow, without a single tree from which to make a raft.

In the early forties the government built a colonization road, still known as the "Portage Road," along the line of the old trail. To the north and south of this road, lots were laid out forty-four rods wide and a mile and a quarter deep. In 1961 an historical plaque was unveiled to commemorate the old portage trail.

Survey and Settlement

Eldon was surveyed by Henry Ewing in the years 1826-29. As in its sister townships, a dense primeval forest lay everywhere. Hardwoods predominated in the south, but north of the limestone escarpment white pine was supreme.

The first locations were made in 1827 by Ewing, the surveyor, Louis Winter, whose father settled in Mariposa, two McFadyens, James Cameron, and a Frenchman named Pascal Godefroy. Ewing

took up a block of land east from Ontario County along the Mariposa-Eldon boundary as far as the modern Grass Hill, at the end of the 6th Concession. The village of Woodville lies partly within this same tract, chiefly on Lot 1, Concession III, and Lot 1, Concession II, though much of it had spilt over on the Mariposa side of the boundary. Some of the early settlements were made here, for Ewing sold part of his land while he went ahead with the survey work for two years more.

In 1828, a party of immigrants from Argyllshire, Scotland, arrived in Toronto and were offered land at a dollar an acre by "Squire" James Cameron, who had already secured grants in Eldon. They were assured that they would find plenty of provisions at Beaverton, and set out without supplies for that place by way of Yonge Street and Lake Simcoe. Beaverton they found almost destitute of stores, and here they had to live for several days on maple sugar. Shelter was equally lacking, and the women and children had to live in flimsy tents, made of blankets, while the men, under the guidance of Kenneth Campbell, went deeper into the forest to locate their lots and build log shacks. In August, the families were transferred to "Big Peter" Cameron's settlement, where they found some small new potatoes. Finally, in early autumn, flour and pork were brought in from Newmarket at considerable expense, and the new settlers moved in upon their respective holdings. The members of this contingent were two families of McAlpines, the McIntyres, Campbells, and McCorqudales, and one McFayden, who had come from Mull by way of Glengarry.

At first they suffered great privations from the scarcity of food. Their flour had to be carried on a man's back from Sunderland, fifteen miles away, where a settler named McFadyen had a small mill. Sometimes they poured lye on their corn and wheat to soften it and take off the hard shell. Fathers and mothers would chew grain into a pulp and then give it, like parent robins, to their children. John McAlpine brought in the first cow during the winter, and others followed next year. In the spring, leeks were gathered in the woods and used in soup.

In 1829 a man named Calder put up a mill at Beaverton, which, according to one early customer, "cracked corn and squeezed wheat." There was no way of cleaning the wheat of the smut which grew thick upon it on these new farms, and the bread made was quite black, though not unpalatable.

In 1829 and 1830 a few more settlers entered Eldon. These were the Fergusons, Finns, McEacherns, Rosses, Smiths, and others.

Then in 1831-33 a great many pensioners took up land in the township and moved in. Amongst those in the south were the Ashmans, Bradys, Cullas, McDonoughs, McGuires, McIntyres, Pettys, Rileys, Thornburys, Thorntons and Uncles. Further north were the Campbells, McKenzies, McCredies, McReas, Merrys, and Munros. Alexander Munro was the first settler on the site of Kirkfield.

A little later, several families who had migrated from the island of Islay, Scotland, to North Carolina, removed in a body to Canada and settled in Thorah and Eldon. Among those locating in Eldon were the McLaughlins and Angus Ray, who later became the first township clerk.

The early settlers, as we have seen, were predominantly Scotch. Later immigrations of English and Irish have tended to disrupt that homogeneity, yet the Scotch have still a clear plurality over all others. The census of 1911 gave the following figures: Scotch, 1360; English, 613; Irish, 517. Their denominational groupings were as follows: Presbyterians, 1629; Methodists, 645; Roman Catholics, 270; Anglicans, 108.

Roads and Railroads

The earliest roads were blazed trails and wagon tracks that wriggled towards their destination along the higher ground. It took a whole day to drive with an ox-cart from Lorneville to Beaverton, where later a railway train covered the intervening eight miles in a few minutes. At first supplies were secured from Cameron's store in Beaverton, but preferences soon turned to Purdy's Mills, now Lindsay, which began to develop about 1830. The main route lay east to Cambray and then south to the old Fenelon Road. The village of Cambray sprang into existence chiefly through its being an eligible, though diminutive, mill-site on the main highway from Eldon to Lindsay.

The first railway in Eldon came in 1871, when the line from Port Hope, already completed to Lindsay in 1857, was carried through to Beaverton. This road cut across the southwest corner of Eldon, passing about two miles north of Woodville. In the following year another line, the Toronto and Nipissing, running from Toronto to Coboconk, in Bexley, passed through Eldon, entering just west of Woodville, passing north through the limestone escarpment by way of an old river valley opening at Argyle, and leaving the township at the northeast corner. Eldon gave this latter railway a bonus of $44,000. The gift was beyond municipal means,

yet the development brought about by the new facilities for transportation ultimately justified the gratuity. A third railway, the Canadian Pacific grain line from Port McNicholl, on Georgian Bay, to Bethany Junction, in Durham County, was built through Eldon in 1912.

Record of Municipal Institutions

In the early days Mariposa and Eldon were linked together as a single magisterial and militia division, but each held separate township meetings. In Eldon, these meetings were called once a year by Henry Ewing, who had been made a magistrate. The first taxes were collected by John McAlpine, and amounted to thirty dollars. The first assessors were Colin Campbell and Donald Gunn. Alexander Campbell represented Eldon on the first council of the Colborne District, which gathered in Peterboro in 1842. An assessment notice for Eldon in 1843, raising taxes for the Fenelon Falls bridge, had 23 householders on the list. The largest amount of cleared land on any one farm was 20 acres, while most were under 10. In the whole township there were 3 horses, 20 oxen and 39 cows. The tax rate was twopence in the pound.

Municipal institutions as we now know them were set up in 1850. The first township council included the following: Reeve, Israel Ferguson; Councillors, Archibald McFayden, James McPherson, William McCredie, and Neil Smith. The officials appointed were as follows: Clerk, Angus Ray; Treasurer, Donald Smith; Assessor, Duncan McEachern; Collector, John McLaughlin; Superintendent of Schools, Rev. John McMurchy; Auditors, F.W. Stevenson and James McLaughlin. It is said that in signing his declaration every pathmaster, fence viewer and pound keeper down to the humblest subscribed his own signature in full, an uncommon record in these pioneer times.

At first the council meetings were itinerant. For several years the home of James McPherson was a favorite rendezvous. In 1854 business was transacted in the schoolhouse of Section Number One; and in the following year a room was rented for One Pound at the home of Archibald Currie, Lot 5, Concession II. In 1856 the earlier nomadic system was resumed. After 1858, Woodville became the council's regular headquarters.

The population was 641 in 1838 and 951 in 1842. By 1886 the township, including Woodville, totalled 3,482, and by 1920 had decreased to 2,485, a shrinkage similar to that in the sister town-

ships. In 1880, the assessment was $22,943.60 and the taxes, for all purposes, $2,633.16. The assessment of Eldon and Woodville was $1,096,667 in 1886 and $2,063,607 in 1920.

The Early Kirk in Eldon

Long before any churches were built, the early settlers held religious meetings in their houses. The first to organize these conventicles was Archibald Sinclair. A man named Gunn, who came from Thorah, also took an active part in these early meetings.

After a few years, independent missionaries began to come in. One of these was a Rev. Mr. McPhail, of Sunderland. The first regular minister was the Rev. John McMurchy of the Established Church of Scotland. For some time he had to preach in houses and barns, until a church was built on a lot of two hundred acres near Lorneville, which was donated by Squire Cameron. McMurchy soon married and his parishioners then built a manse. He died twenty years later. By the eighties, his old church stood empty, a bone of bitter contention between the Established Church and the Canada Presbyterian Church.

Village Centres of the Township

Eldon has a number of small villages, but here as in Mariposa the elements of growth have been lacking. Woodville, Lorneville, Argyle, and Kirkfield were all once on the now vanished railroad but all were entirely without water-power, or even sufficient water for ordinary civic needs. Bolsover, population 54, once secured limited water-power from the tiny Talbot River. It is through no accident that the village crop has been meagre.

Woodville, on the Mariposa boundary and partially within that township, is an incorporated village with a population of 400 in 1920, according to the assessment rolls. In early days the locality was known as Irish's Corners. The first store here was kept by John Campbell, who was known, from his religious persuasion, as "John the Baptist." The first blacksmith was Alexander Stewart, who lived on the Mariposa side of the boundary. Campbell's store was later rented by two Morrison brothers, who added the manufacture of potash to their activities. Artisans, other stores, and the inevitable tavern grew up around the "Corners." At first the nearest Post Office, known as "Eldon," was located a mile to the east, but in the fifties it was moved west to Irish's Corners. The name of this latter

hamlet was now changed to "Woodville." John Morrison became the first postmaster in the village proper, and retained the office until his election in 1867 to the first Dominion parliament as Liberal member for North Victoria.

In 1878 Woodville was made a police village, administered by elective commissioners. The commissioners in 1881 were Peter McSweyn, William White, and Roderick Campbell. Its chief industries at this time were a grist mill, two foundries, a cheese factory, a planing mill, and a sash and door factory. Steam was the sole motive power. The village had also a Town Hall, a lock-up, three hotels, and a number of stores and mechanics' shops. A weekly paper, the Woodville "Advocate," which is now defunct, was established in August 1877 by Messrs. Henderson and Cave. There were also two churches, a frame Methodist church, accommodating 250, and a brick Presbyterian church, built for $12,000 in 1877, with a seating capacity of one thousand. Woodville reached its peak of population at 556 in 1886, and has since declined to less than 400. Great excitement prevailed in 1877, when it was proposed to change the village's name to "Otago." A plebiscite gave a majority of one vote for the new title, but no further action was taken. In 1940, Woodville held a great celebration, with a parade, speeches and a band concert, to commemorate the paving of the village streets. In June 1940, a new post office was opened.

Lorneville was once a village of 100 persons at the junction of the old Midland and Toronto and Nipissing railways, two miles north of Woodville. With the disappearance of the railway, the population has dropped to 51. The name is doubtless a compliment to the Marquis of Lorne, son of the 8th duke of Argyll, who was governor-general of Canada from 1878 to 1883.

Argyle was on the Grand Trunk Railway about two miles north of Lorneville. Its name commemorates the Scottish shire from which, more than from any other, the pioneers of Eldon came. An earlier appellation was "Scotsville." The present population is somewhat less than fifty. By the roadside, two miles north of Argyle are a grave and a tombstone enclosed by cement posts and a chain and backed by lilac bushes. A brass plaque reads: "Here lies James Williamson, killed by a falling tree in 1831. Born in Scotland 1828." The little three-year-old was long and affectionately remembered.

Bolsover is a hamlet of about fifty inhabitants situated on the Talbot River. The village was founded by D. McRae, MP, who built mills here in the fifties. In 1881, it had a grist mill, a sawmill, a carding-mill and a shingle mill, as well as several taverns (in-

cluding the famous hostel of "Biddy Young"), stores, and a Presbyterian church. The decline of lumbering and the aloofness of the railway, however, brought about its speedy decline, and its former industries have passed into oblivion.

Kirkfield has a population of about two hundred. It lies in a valley, at the intersection of the Portage Road with the main road from Palestine to Carden. Alexander Munro, who came in in 1836, was the first settler on the present village site. In the autumn of 1859, Jacob Dixon, Silas Smith and Jacob Belfry built a little to the north of him. Dixon put up a one-room log tavern, which helped to lubricate the contractors and workers on the great north-south "Victoria Road" project. Smith opened a general store, also of logs, in the upper room of which the Good Templars used to hold rival meetings in the interests of temperance. It is to John McKenzie and his sons, William, Alexander, Ewen, Duncan, and John, that chief credit for material progress is due. Two generations ago the McKenzies operated flour mills, woolen mills, and a sash, door and planing mill. All these plants were dependent on steam power. The McKenzie brothers were also large grain buyers and dealers in telegraph poles, posts, and railroad ties. William McKenzie, later Sir William of Canadian Northern fame, was one of these brothers, and served his apprenticeship in railroad contracting on the local construction work on the Toronto and Nipissing Railway.

Other businesses in the eighties were the general stores of A.C. MacKenzie, M. Perry, J.W. Shields, and M. O'Neill, the waggon shops of Alex. Munro and Wm. King, the tinshop of N. Emsuier and W.A. McCrae, the harness shop of Albert Hadfield and R.G. Wright, the butcher shop of Robert Boynton, the smithy of Alexander Fraser and the hotels of A. Gusty and Hector Campbell.

The disappearance of the northern forests and the consequent lack of cheap fuel made steam-power mills impracticable and these industries in Kirkfield faded away. A business directory of 1920 gave the following analysis of the village as it then remained: Two stone-crushers, five carpenters, three merchants, two butchers, two bankers, one tailor, one harnessmaker, one blacksmith, one painter, one barber, one grain-buyer, one veterinary surgeon, one doctor, and one druggist. Kirkfield has suffered some staggering losses by fire. In January 1925, a whole business block was wiped out; in February 1925, Kirkfield Inn, built for $100,000 in 1913 by Lady McKenzie, was gutted by fire, along with almost priceless furnishings; and in 1936 the historic village hall was burned to the ground.

Hartley is an Irish hamlet in the southeast corner of Eldon, and

Glenarm, or "Hardscrabble," is a Scotch village half way up the Fenelon boundary. Neither has ever exceeded fifty in population.

Eldon township has thus no fewer than seven villages, but in every case factors necessary for expansion have been lacking. The advent of hydro-electric power to centres like Woodville will doubtless suggest possibilities, but the cost of power transmission, the freightage to markets beyond a limited neighborhood and the competition of immense urban corporations, will all render problematical any great industrial development. Whether such growth is always desirable, is a matter for debate. It is sufficient here to note that the development of human communities depends far less on chance or local enthusiasm, than on definite economic laws.

(*E*) *The Township of Fenelon*

Fenelon Township reminds us, by its name, of Francis Fenelon, the famous seventeenth-century Archbishop of Cambrai, France. Experts assure us, however, that the township was named after the Archbishop's elder brother, who was a Sulpician missionary and explorer in Canada and founded a mission on the Bay of Quinte in 1668.

The superficial area of the municipality is about 108 square miles, but much of this is made up of the water surfaces of three lakes, Sturgeon, Cameron, and Balsam. Sturgeon Lake is shaped roughly like a bent human arm, with the elbow pointing southwards towards Ops, the long fore-arm stretching eastward through Verulam to Bobcaygeon, and the shorter upper arm extending north through the eastern concessions of Fenelon towards Fenelon Falls. The Scugog River flows in at the point of the elbow, and is joined near its debouchure by McLaren's Creek, a smaller stream that flows eastward through South Fenelon. Cameron Lake lies a mile north of Sturgeon Lake and twenty-three feet above it. It is shaped somewhat like a potato, four miles from north to south and two from east to west. It is drained into Sturgeon Lake by the Fenelon River and is reinforced at its northwest end by the united waters of the Balsam and Burnt rivers. The former flows from Balsam Lake a mile to the west and the latter from far to the north and northeast in Haliburton County. The two rivers mingle their waters just before entering Cameron Lake. Balsam Lake may be compared to a wolf's head, with the long muzzle pointing southward as South Bay, two long ears pricked up into Northwest Bay and the Gull River estuary, and the neck half represented by West Bay. It is a

large lake and only the wolf's snout projects down into Fenelon township.

It is of interest to note that there are three small bodies of water, each known as "Goose Lake," at or near the south, west and north boundaries of Fenelon respectively. The first is near the mouth of McLaren's Creek and about five miles north of Lindsay. This shallow pool was originally marsh land but has been made partially navigable by the building of a dam at Bobcaygeon. The second Goose Lake lies two miles north-northwest of Cambray village in the deep moraine-blocked valley of an ancient preglacial river. The third is just north of the mouth of Burnt River, and is a small tract of flooded marsh.

The land surface of Fenelon is more uneven than in Ops and becomes increasingly hilly towards the north. The chief elevations are kames and eskars of morainic sand. The soil is best in the southeast, and the whole southern half of the township is of fair average value. Towards the north, however, steepening hills and swampy depressions are more discouraging to agriculture.

Early Settlements in Fenelon

Fenelon was surveyed about 1822 but general immigration did not commence until more than ten years later.

The earliest settler was Angus McLaren, who, many years before any formal locations were made, squatted just north of the creek which still bears his name. McLaren had a wife and four daughters and ultimately held some 1400 acres in this neighborhood. Much later than McLaren, but still early in the settlement of the southern borders, were the Edwards, Waldons, and Tompkins. The heyday of McLaren's Creek was in 1852, when Squire Kempt, of Lindsay, brought in a contingent of French-Canadian lumbermen and cleared out the stream and its banks so that the largest squared timber could be brought out and floated down the Trent System to the St. Lawrence and Quebec.

Most of the early settlers in Fenelon came in by way of Peterborough, thence six miles by trail to Bridgenorth, on Chemong Lake, and the rest of the way by rowboat or canoe across Chemong, Pigeon and Sturgeon lakes.

About 1833, John Langton settled on the east shore of the north arm of Sturgeon Lake, on the modern Graham farm. Langton was an MA of Cambridge University, and a man of exceptional ability. It is therefore not surprising that he became District Councillor for

Fenelon in 1842, Warden of Colborne District in 1847, member of parliament for Peterborough County in 1851, and Auditor-General of Canada in 1855.

In the summer of 1834, William Jordan, with his mother, wife, and four children, became Langton's neighbors on Lot 19, Con. XI. Other early settlers in this neighborhood were James Cook, E. Palmer and D.S. Willock. Most of the pioneers in the Sturgeon Lake area were Protestant Irish, who had sought Canada after the passing of the Catholic Emancipation Bill in the Old Land.

In the centre of the township, however, a different nationality was taking possession. About 1840, Isaac G. Moynes and Thos. Moynes struck east from the Scotch settlements in Eldon into the dense swamps and woods of Fenelon. Here, near Lot 20, Concession V, they built their log cabin. Many Scotchmen, the McNabs, Browns, Gilchrists, Murchisons, McNevins, and others, soon followed, and the central and western parts of Fenelon are dominated by Scotch Presbyterians to this day.

Later than Scotch and Irish, and much more numerous than either, came an immigration of English Nonconformists, who located chiefly in the neighborhood of Fenelon Falls.

Land around Cameron Lake was granted in early times to Duncan Cameron, a Toronto banker and Family Compact politician. From this circumstance the lake derives its present name. The actual pioneers, however, to whom the credit is due for the clearing and settlement of this locality, were John Bellsford, John McIntyre, Hamilton and Samuel Boyce, James Humphrey, and Robert Dennistoun, who became County Judge of Peterborough in 1868.

The Village at the Falls

At the southeast corner of Cameron Lake its waters issued in a considerable river, thundered down twenty-three feet over a limestone cliff, and then boiled and spumed through a rocky gorge to Sturgeon Lake, half a mile distant. The conditions of the day made the banks of this cataract an inevitable mill site and ultimately a village site, known first as "Cameron's Falls," and later as "Fenelon Falls."

According to the Ontario Domesday Book, Lot 23 in Concession X, which includes the falls itself and the heart of the modern village, was patented to the Hon. Duncan Cameron. Lots 28, 29, and 30, Con. XI (northeast of the village) were granted to the Earl of Mountcashel; and Lots 21, 22, and 24, Con. X, Lots 22 and 23, Con.

IX, and Lots 21, 24, and 25, Con. XI (all adjacent to and partly included in the present village) were deeded to James Wallis and Robert Jameson.

In 1841, Wallis and Jameson added Cameron's lot to their holdings and built a grist mill on the left bank of the falls almost at the modern road-bridge. The stones for this mill were brought all the way from Toronto on sleighs in the wintertime.

In 1851, this first establishment was demolished and separate grist and sawmills were built on the same site. In 1851 the first steamboat of the Kawartha lakes, the "Woodman," of Port Perry, arrived in Fenelon Falls on her maiden trip. The following year, James Wallis had the "Ogemah" built at Fenelon Falls, in order to carry his lumber to Port Perry, whence it was teamed to Port Whitby. At the launching of the "Ogemah" a great celebration was held and a free banquet furnished at Wallis's expense to the population of the immediate neighborhood.

This feast was perhaps a minor undertaking, yet a real village was beginning to take form on the north bank of the river. The growth of the gristing and lumbering business called for more hands. The first blacksmith, Jeremiah Twomey, who was later a prominent citizen and a considerable landlord, arrived about 1850. In that year James Wallis opened up a store and a man named Comstock built a log tavern on the site of the later McArthur House near the modern locks. There was also a post office, in charge of William Powles, and an Anglican church and parsonage.

The first Anglican incumbent, the Rev. Mr. Fidler, met a tragic death. He used to hold occasional services at Willock's Settlement, now Dunsford, south of Sturgeon Lake, and would be rowed thither, a distance of ten miles, by two of his parishioners. One Sunday the little party had returned from such an expedition and had portaged above the falls on the south side, preparatory to crossing over to the parsonage, which stood on the north shore a little farther up. The rowboat was set in the water and the rector and one of his oarsmen climbed into it. The current here, just above the falls, was very swift, but could be negotiated with care and hard rowing. While the rector was getting to his seat, his companion held the boat fast to shore by seizing some juniper branches. But, either through thoughtlessness or a misunderstanding of orders, he let go too soon, and the boat swung out into the current. Its occupants were confused and could not adjust the oars in the rowlocks before it was too late. With cries that could be faintly heard above the roar of tumbling waters, they were swept

over the dam and then over the falls, where their boat was shattered into kindling wood. Their bodies were found next day in the pool just below the falls.

As late as 1851 there was only a narrow trail through the woods down the modern main street, but Wallis now had it cut out to full road width, floored it with slabs from his lumber mill, and covered the slabs over with gravel. He and Jamieson also had the left bank of the river surveyed and plotted into village lots. In 1854 Wm. Martin opened the Clifton House, now the Kawartha Hotel. James Fitzgerald opened a store on Colborne Street and the village grew steadily by the arrival of tradesmen and mechanics until 1859, when the mill burned down.

The mill property was then bought by one Sutherland Stayner and lay idle for a long time, to the great detriment of the village. Then it was leased, and later bought, by R.C. Smith, of Port Hope and a Mr. Waddell, of Cobourg. The new mill built by Smith and Waddell brought immediate prosperity to Fenelon Falls. A growing trade in lumber centred here. In 1872 there were three large mills, those of J.D. Smith and Company, of Hilliard and Mowry, and of Green and Ellis, whose annual cut of pine alone totalled nine, four, and five million feet respectively.

In 1872 the Victoria Railway began to build north from Lindsay and its advent was a further stimulus to the growth of Fenelon Falls. In 1873 the late Mr. E.D. Hand, who had founded the "Lindsay Advocate" in 1855 and the "Bobcaygeon Independent" fifteen years later, now launched the "Fenelon Falls Gazette," a weekly newspaper of Liberal propensities. The "Gazette," after 94 years of existence, still carries on.

Incorporation as a village came to Fenelon Falls in 1875. The first Village Council was composed of the following: Reeve, J.D. Smith; Councillors, J.W. Fitzgerald, Joseph McArthur, William Jordan, and Richard Jackson.

Fenelon Falls had long been the upper terminus for navigation on the Kawartha Lakes, but in 1882 the Federal Government at last agreed to build locks and a short stretch of canal by which to render the upper lakes accessible. The engineers did not attempt to lead the canal up the natural watercourse, but cut out their channel through the steep limestone bank to the north of the falls. Mr. A.P. McDonald, an American, made the lowest tender for construction and was awarded the contract. The first blow was struck on October 17, 1882, and the first rock blasted nine days later. Valor, rather than discretion, marked these operations and large masses of

rock crashed into dwellings hundreds of yards away. The locks were to be two in number, thirty-three feet wide and three hundred feet in total length. The cut for the lower lock was to be thirty-six feet deep and for the upper lock twenty-two feet deep. The canal from the upper lock to Cameron Lake was to be sixty feet wide and twelve feet deep. This new public work was opened for navigation in the summer of 1886.

The fortunes and population of Fenelon Falls have fluctuated with the years. In 1886 the citizens numbered 1,312; by 1920 they had dwindled to 837; but by the census of 1961 they had increased again to 1,359. The waning of old-fashioned lumbering took its toll of village industries, although newer processes, such as the making of tool handles and educational toys, have found other ways of using wood. Fire demolished the curling rink in 1930 and the Dunn shingle mill in 1934, and damaged the post office and the MacArthur House in 1935. A new post office was built in 1936; while the curling rink has been twice rebuilt, once in 1930 and again in 1963. The recovery of the village is doubtless due to its share in servicing the phenomenal growth of tourism in the Kawartha area, both by land and by water.

The recent past has been eventful. On June 12, 1963, a Fenelon Falls Museum was officially opened by the Hon. Bryan Cathcart in "Maryboro Lodge," the old home of James Wallis, the founder of the village. In June 1965 the dial system of telephoning was inaugurated. In July 1965, new hydraulic lift locks, costing $650,000, were opened by Dr. Pauline Jewitt, MP for Northumberland. New bridges have been provided for Fenelon Falls and Rosedale. A 1967 centennial project was also under way, being a new council chamber and village council office building.

Farm Villages and Summer Villages

There are few other villages in Fenelon. Cambray, built chiefly on Lots 5 and 6, Concession I, on the main road from East Eldon to Lindsay, was so named because of the mistaken idea that the township had been named after Francis Fenelon, the Archbishop of Cambrai, France. Its population is largely made up of retired farmers, among whom Scotch Presbyterians perhaps predominate. A small mill-stream, which runs through the village, was probably the deciding factor in the choice of its site, but its industries have never developed greatly and its population in 1964 stood at 186. In

February 1866, oil was struck near here at a depth of 350 feet, but its development never prospered. In 1938 a deputation from the Ontario Department of Agriculture studied the marsh surrounding nearby Goose Lake as a suitable site for cranberry culture. It had been so used for many centuries during Indian times and it was now estimated that the 1500 acres available could produce all the cranberries that Canada now imports from the USA. In 1958 the Reid brothers of Reaboro, who now owned some of the west side of the lake, dredged and cleaned up 2,000 feet of frontage for a summer cottage development. In January 1965 a much greater project was mooted. Some 100 residents of the area met in Cambray to consider using dykes to raise the level of Goose Lake by 10 feet, thus transforming a lake of 350 acres into one of 2,000 acres, with a shoreline of 9½ miles. This had been its original size and level, but a desire for a quick dollar in the early 1900's had slashed a deep outlet and drained most of the lake away to run mills on McLaren's Creek. The project would be a water conservation scheme as well as a recreation area. Some 75 per cent of the cost would be paid by ARDA and the remainder by the townships of Fenelon, Eldon and Mariposa. No doubt the ghosts of the ancient aborigines would approve, looking down from their great tribal cemetery on a nearby hill.

In February 1950 a memorial arena was officially opened. The structure of the building had been bought from Stouffville for $3,000, and $7,000 worth of new roof and sheeting was put on by volunteer labour. In September 1965 a centennial library was opened, giving fine quarters to a Cambray library that had been operating in humbler quarters since 1899.

Cameron, four miles east by north from Cambray, is a much smaller village, with a station on the Haliburton Division of the CNR. Like Cameron Lake it is named after Duncan Cameron, an early Toronto banker.

Sturgeon Point and Pleasant Point are summer villages. The former is incorporated, with a tax-roll of 141 and an assessment of $87,373. In summer, these cottage communities on the opposite shores of Sturgeon Lake are thronged with urban residents; in winter, all is deserted. From the earliest times the hardwood groves at Sturgeon Point were a favorite rendezvous for picnics and excursions. The first regatta here was held in 1841. All pleasure on that occasion was marred by the drowning of a Mr. Wetherup, who upset from his canoe while in the act of taking off his coat. He was

a powerful swimmer, but with his arms thus pinioned behind him he was lost at once. Thirty-five years later, Captain George Crandell, of Lindsay, the chief promoter of navigation on local waters, realized the possibilities of Sturgeon Point as a summer village and spent some $25,000 in developing it towards that end. In 1876 he built a large summer hotel, the management of which was undertaken by W.H. Simpson. Crandell also purchased an extensive tract adjacent to the hotel and plotted out lots for summer cottages. These were quickly bought up and built upon; and thus began the summer colony at the Point. The first regatta under the auspices of cottagers was held on September 18, 1878. The event of the day was a double canoe race in which two Rama Reserve Ojibwas named Yellowhead won by a narrow margin from Whetong and Toboco, two Mississaugas from the Chemong Reserve. The winners paddled a birch bark canoe at seventy strokes to the minute. There were several white entrants in this open race, but all were left hopelessly behind by the two Indian crews. About this time a black bear was found roaming about near the hotel and was disposed of by excited huntsmen. The hotel was destroyed by fire in 1898, was later rebuilt, and was still later burnt once again.

Pleasant Point (earlier Hay's Point) is an incorporated police village on the south shore of Sturgeon Lake, opposite Sturgeon Point. It began as a camping and picnic ground on the farm shore of John Hay. In the mid-1890's Hay purchased from Robert Brien a large additional stretch of shore to the east of his farm. The property was surveyed in lots and the settlement of cottagers began. A Pleasant Point Cottagers' Association was formed in 1913; and in 1927 a By-Law of the County Council incorporated the resort as a police village. John McCrae was its first chairman, Leslie Frost was secretary and D.J. McLean a commissioner. Electricity and modern sanitation arrived in 1932. A Pleasant Point Union Church, built in 1922, had a constitution, drawn up by Leslie Frost, that made its services harmoniously interdenominational.

Population and Assessment

Fenelon township attained its maximum population in the eighties and has since declined. In 1886 the township, excluding Fenelon Falls, totalled 2,657 inhabitants. In 1964 the county records showed a total of 1,917, or a decrease of 28 per cent. The same records credit the present township with 280 farms and 1,625 summer cottages.

(F) *The Township of Verulam*

Verulam township is named after James Walter Grimston, Earl of Verulam, (1775-1845), who was brother-in-law of Lord Liverpool, the nominal premier of England from 1812 to 1827. This Canadian municipality seems to be Grimston's sole claim to reputation, for one seeks in vain for mention of him in any dictionary or encyclopedia.

Verulam is bounded on the south by Emily, on the east by Harvey township (in Peterborough County), on the north by Somerville, and on the west by Fenelon. In plan, it is a rectangle, ten concessions, or eight miles, from west to east, and some thirty-two lots, or about twelve miles, from south to north. The east arm of Sturgeon Lake runs completely across the township in an east-northeasterly direction. About two-fifths of the land area lies to the south of the lake and the remainder to the north. On the eastern boundary, Sturgeon Lake finds an outlet into Pigeon Lake by two channels, on either side of a considerable island. The north or main channel is known as North River, and the meagre stream to the south as "Little Bob," an abbreviation of the name Bobcaygeon, itself a corruption of the Indian title for the "shallow rapids" in North River. The name Bobcaygeon is now applied to the incorporated village which has been built partly on the island and partly on the mainland to the north. About the centre of the southern boundary is Emily Lake, a mile and a half in length and like a human stomach in outline. It is fed by Emily Creek, which flows down from Emily township through a wide, steep valley, and is drained into Sturgeon Lake by the same stream. Other creeks flow into Sturgeon Lake from the north, and two small streams, divided from the others by a watershed, actually run northwest into the Fenelon and Burnt rivers respectively.

Most of the township north of Sturgeon Lake is broken and rocky, with an interspersion of shallow swamps. The area south of the lake is considered preferable for farming, but there is much drowned land along Emily Creek and a great cranberry marsh extending from Emily Lake eastward to Pigeon Lake. The timber in early times was chiefly pine, with an intermixture of hardwood.

Survey by John Houston in 1831

The government survey of Verulam was conducted by John Houston and completed by 1831. The township was placed on the

market in 1832, but so much of it was seized upon by speculators that settlement was retarded for many years.

Long before the government survey, an Indian trader named Billy McDeough had located on the site of Bobcaygeon village to do business with the Mississauga Indians of the neighborhood. The Smiths of Port Hope also traded with the Indians hereabouts, and tradition states that in buying beaver skins at ten dollars a pound they would place a hand on the scale to represent one pound and a foot to represent two pounds.

First Settlers Hunter and Bell

The first serious settlement of Verulam was in 1832 when John Hunter located in the southeast corner of the township and Wm. Bell near the Harvey boundary, north of Bobcaygeon. In the fall of that year John McFeeters settled near the Emily boundary and some Frasers and McAndrews near the Fenelon boundary.

These pioneers, and almost all others who came to Verulam for the next fifty years, entered from the east. They would come on foot or by ox-cart from Peterborough northwest to Bridgenorth over six miles of miry, log-strewn trail. From Bridgenorth they would proceed by punt, scow, bateau, or canoe up Chemong or Mud Lake and through the narrows at Oak Orchard into Pigeon Lake. At Bobcaygeon all luggage would be portaged, but before the building of a dam the scows and punts would be poled up the rapids. Sturgeon Lake was thereafter the trail for those proceeding further west.

In 1833 some Fermanagh Irishmen who had located in Harvey in the previous year moved across the boundary and took up land near William Bell. Among these were the Grays, Murdochs and McConnells. William Junkin, John Stewart, and others settled in the north centre of the township and Matthew Ingram east again from them.

Most of the land immediately adjacent to Sturgeon Lake was taken up by retired army and navy officers and by English gentry. On the north shore, the Vissirds, Wickams, and Edward Attlo entered in 1833, the Boyds in 1834 and the Dunsfords in 1837. The head of the latter household was the Rev. James H. Dunsford, (1786-1852), who was an MA of Oxford and rector of Tretherne, Gloucestershire. In 1844 he retired from Verulam to Peterborough, where he edited the "Gazette" for several years. His sons, James W. and Hartley Dunsford, established a shingle mill on the north shore

near Red Rock. The former was many times Reeve of Verulam; while the latter was appointed Registrar of Victoria County in 1856 and died in Lindsay in 1891.

Along the south shore of Sturgeon Lake were the Darcases, Frasers, Johns and Thompsons.

"Scotch" and "Military" Lines

The "Scotch Line," between Concessions V and VI, from Sturgeon Lake south to Emily Lake, was first settled in 1833. Early in that year, Captain Andrew Fraser, a Scotch veteran of Waterloo, located here on the lake shore. That same autumn brought a Highland Scotch contingent of two single brothers named McDonald, a McPhail with a grown-up son and daughter, and Robert Robertson with his wife, four little children and a nurse. The men had come in first to build log shacks, leaving their families in Peterborough. When the rude dwellings were ready, they brought in the remainder of the party by oxcart to Bridgenorth and thence through Chemong, Pigeon and Sturgeon Lakes by scow. They camped on the open shore of Sturgeon Lake on the night of October 29, 1833, and awoke next morning to find the lake frozen solid. These three families settled on Lots 9 and 10, Concession V, and Lot 10, Concession VI. Robertson and the McDonalds had brought whip-saws with them from Scotland and by rigging up sawpits soon prepared their own boards for walls, doors, benches and bedsteads. Some years later, other Scotch families located along the same road.

The road between Concessions VI and VII was settled by pensioners, the Lithgows, Murdochs, Grays, Hamiltons, and others, and was therefore called "the Military Line." The next line to the east was taken up by Irish Protestants, such as the Longs, Steeles, and Middletons.

The area to the west of Emily Creek was taken up by four families of Thurstons, three families of Bells, and the Kennedys, McCollums, Iretons, Flynns, and Sheriffs.

The first white child born in Verulam township north of Sturgeon Lake was a daughter of Matthew Ingram. The first baby south of the lake was John Robertson, a son of Robert Robertson.

The Mill Village of Bobcaygeon

The virtual founder of Bobcaygeon was Thomas Need, who in 1832 was granted 400 acres of land on and adjacent to Bobcaygeon Is-

land as a bonus towards building a sawmill and a grist mill for the new township. The sawmill, equipped with a single upright saw, was built first and for a time all the settlers, both north and south of Sturgeon Lake, had to take their grain by a trail south from the "Scotch Line" to Wm. Cottingham's mill at Metcalfe. Even when Need did add a pair of gristing stones to his equipment he still went without a bolt for a long time. He opened the first store in Bobcaygeon, and was also the first postmaster. The government had reserved and surveyed a townsite on the north bank of the river, but the miller, with characteristic enterprise, had streets laid out and lots platted on his island by John Read, and the village of today occupies parts of both sites. He sold out his interests in 1844 to Mossom Boyd, and left the neighborhood, never to return.

Other citizens of Bobcaygeon in 1832 were Campbell Sawyer on the north side of the river and two men, Forrest and Long by name, who lived in log cabins at the head of the island. In 1834 John Henry Taylor and Charles Bailey came in and lived with Forrest. Soon afterward James McConnell built the first frame house of the village (on the north side of the river) and opened it as the "Travellers' Home." The raising of the Buckhorn dam in 1841 isolated this tavern from the mainland, and a more satisfactory building was therefore erected on the present Rockland House site.

Edward Lyle opened the second store in Bobcaygeon. Later business men were E.T. Harlow, W. McCamus, W.B. Read, J.T. Robinson and J.H. Thompson.

A lock at Bobcaygeon was undertaken as early as 1834 by Messrs. Pearse, Dumble and Hoar, contractors, for the prospective remuneration of £1600. The unsettled state of the country and the outbreak of 1837 kept the work in check but it was completed by 1840. Thomas Need was at this time one of five "Commissioners for superintending the improvement of the navigation of the Newcastle District." His successor, Mossom Boyd, also took an active interest in the canalization of the Trent system and when, after decades of apathy, the government began in the seventies to consider further extensions, he had a voluminous report prepared at his own expense. The Bobcaygeon lock has been rebuilt in 1857 and in 1921.

The first divine service at Bobcaygeon was a conventicle held in McConnell's tavern by the Rev. Mr. Edwards, a Baptist minister from Peterborough. Sunday school was carried on in Forrest's log cabin on the island. The first Quarterly Board of the Methodist

church met on May 15, 1858, and consisted of George Bick, Thomas Taylor, James Rayley, and James Thurston. The efforts of this Board and of the Rev. John Dowler, then pastor, succeeded in erecting a frame church, which was opened in 1862. The seats were plank benches and the means of illumination tallow candles. This church has since been extensively remodelled in 1869, in 1879, and in 1918.

Bobcaygeon Since Incorporation

Bobcaygeon became an incorporated village on January 1, 1877. The following citizens constituted the first Council: Reeve, W.B. Reid; Councillors, Charles Readfield, J.L. Reid, E. Bottum and John Kennedy. J.G. Edwards was Clerk and Treasurer. A Village Hall of red brick was erected at a cost of $3000.

The population at this time has been estimated at about one thousand. Local industries were flourishing. There were sawmills, a shingle mill, a carding mill, a grist mill, and a tannery. Lime was prepared on an extensive scale, one kiln turning out one hundred barrels of lime daily. There were also quarries of lithographic stone about three miles from the village. Petroleum deposits had been located in 1866 but a company formed locally for its development was unsuccessful.

A Bobcaygeon fair was established in 1858. In its early years it used to be held around a fountain in the village square. On the occasion of the fair's centennial in September 1958, the province made the village a special gift of $1,000. The attendance that year was approximately 6,000. The year 1938 saw a $27,000 extension to the village's hydro-electric power plant, bringing its potential to 225 horsepower.

A weekly paper, the "Independent," had been begun in 1870 by E.D. Hand, who had founded the "Advocate" in Lindsay in 1855. In 1873, Hand removed to Fenelon Falls and there established the "Gazette." The "Independent" was thereupon taken over by C.E. Stewart, who, aided by his daughter, edited the paper for many years. Mr. A. Warren has been a more recent publisher. A linotype machine was installed in 1923.

For many years Bobcaygeon's greatest handicap was isolation from the outer world. The village was eighteen miles from Lindsay by road and still more remote from Peterborough. Railroads were late in coming in; and sister villages like Fenelon Falls and Coboconk had train service thirty-five years before the first locomotive

entered Bobcaygeon. In summer, traffic used to come by steamer. The village was eighteen miles from Lindsay or Bridgenorth but in winter the community was sealed away by the frozen lakes. Chapter X gives the story of how the CPR finally came to Bobcaygeon in 1904 and how 1957 saw the last train depart. The County's superb network of paved highways, kept open in winter, has united Bobcaygeon permanently with the rest of Ontario.

The population, which had dropped to 844 in 1920, has now risen to 1,210, and the summer citizens are vastly more numerous. A new post office in 1937 was followed by a $100,000 Bobcaygeon-cum-Verulam arena and recreation centre in 1955 and a new $96,000 public school in 1956. In 1951 the Mossom Boyd family had given the village a fine shingled office building as its library and municipal headquarters; and in 1962 Miss Amy Cosh, the librarian, organized an excellent historical museum as an annex to the library.

An historic building is "Hillcroft", built in 1908-09 by Mr. and Mrs. Walter T. Comber as a private school for boys. This enterprise was ploughed under by World War I. From 1929 to 1953, "Hillcroft" housed the Bobcaygeon Continuation School, in which three teachers taught Grades IX-XIII. In September 1958 it was bought as "Hillcroft Private Hospital" by Mrs. Ernest Beatty and Mr. and Mrs. Lorne Stewart. It is now registered with the Ontario Government and has 18 beds and a staff of 26.

The township proper developed very slowly because of the number of land speculators and absentee land-owners. In 1842, ten years after settlement began, there were only 68 householders in the combined area of Verulam and Harvey townships. Even 1860 found less than twenty miles of waggon road in all Verulam. The land speculator was the curse of the township, as, for that matter, of all other townships in Victoria.

On the introduction of municipal institutions in 1850, Verulam was associated with Fenelon and Bexley for administrative purposes. The first Council comprised the following: Reeve, John Langton; Councillors, James W. Dunsford, William Studdaby, Samuel Brock and Jabez Thurston. The clerk was William Powles, the postmaster at Powles' Corners.

The peak of population was 2,230, reached in 1881. The assessment rolls of 1920 showed a recession to 1,630 and those of 1962 only 1,300. The present assessment is $2,826,460, but this included the assessor's evaluation of some 1,000 summer cottage properties.

Some Verulam Hamlets

Verulam has no other villages at all comparable to Bobcaygeon in size.

Dunsford, on and adjacent to Lot 5, Concession III, has a population of 111. The locality was once known as "Sheriff's Corners" and also as "Willock's Settlement," but was later renamed in honor of the Dunsford family. A recent disaster came in January 1955, when the Dunsford Feed Mill burned to the ground. A severe ice storm delayed the arrival of a fire truck from Lindsay. In April 1963, work was begun on a golf course at Dunsford, constructed by Norman Brown and Sons, the proprietors of a nearby mink ranch. The course has 9 holes and numerous sand-traps and runs along the east bank of Emily Creek towards Ancona Point. There is a fine clubhouse.

Fairbairn, Red Rock and Sandy Point were once rural post offices, now made obsolete by rural free delivery.

Fairbairn is situated on Lot 25, Concession VI, in the northeast of the township, and is named after Charles W. Fairbairn, a Verulam farmer who represented South Victoria in the House of Commons from 1890 to 1896. Red Rock post office, on Lot 18, Concession V, a mile north of Sturgeon Lake, derives its name from a massive and striking monadnock of red granite which pushes up through the prevailing limestone strata on Lot 19, Concession IV, a little to westward. Sandy Point is east of Sturgeon Point on the north shore of the lake. Thurstonia Park is a summer resort on the south shore and is called after the Thurstons, who have been numerous and prominent in this part of the township.

Chapter III

AN AGRICULTURAL TRANSFORMATION

The past history of the six southern townships, Emily, Ops, Mariposa, Verulam, Fenelon and Eldon, has been closely bound up with the cultivation of the soil. In its starkest essentials, the history of South Victoria is the history of agricultural development in a forest area, and any annalist who deals with town and village life to the neglect of this fundamental aspect of the region will falsify the true meaning of 146 years of local history.

More than 60 per cent of the county's area is listed as nonagricultural (52.7 per cent) or as poor cropland (9.9 per cent). Nearly all of the remaining 37.4 per cent is to be found in the six southern townships. The good soils are classed as loam (a mixture of clay, sand and organic matter), often with either the clay predominating (clay loam) or the sand (sandy loam). One whole group of soils was developed from these sandy and clay loams as laid down by the glaciers and fertilized by 20,000 years of rotting leaves ("Brown Forest" or "Grey-Brown Podzolic"). Among these are the Otonabee, Emily and Bondhead loams. Other soils were developed from lake-bottom lime-rich clay in the bed of the glacial Lake Schomberg in much of Ops and Mariposa. Since these deposits usually smothered any natural drainage system, most of these clays and clay loams (Solmesville, Lindsay, Smithfield and Simcoe) are imperfectly drained. Still other soils were developed from glacial outwash, with sand or gravel predominating, and are of far less agricultural importance. Areas classified as "muck" and covered with tamarack forest amount to 54,900 acres, and there are 9,000

acres of marsh. The good soils mentioned by name above total 253,400 acres, or much more than the 117,380 arable acres and 94,892 acres of improved pasture reported in 1961. Some of the difference may represent poorly drained land or eroded hillside land or land abandoned because of otherwise depleted fertility.

The climate of the county is "continental" in character. Although the latitude of Lindsay (44 degrees, 20 minutes, north) is that of Genoa or Bologna, the town is far from the tempering influences of the sea and even of Lake Ontario. The temperature range in Lindsay in 1964 stretched from a minimum of 15 below zero Fahrenheit to a maximum of 99 above. The mean annual temperature runs from 42 to 44 degrees, or about that of Ottawa. Climatically it belongs to the South Laurentian region rather than to the Lower Lakes region. Its normal annual precipitation of 31.69 inches is only slightly higher than that of Toronto (30.9 inches). Its winters are colder and its springs later than those in counties lying closer to the Great Lakes. The frost-free period averages from 120 to 140 days and the growing season from 188 to 195 days.

Victoria County Crop Statistics

Products	*1850*	*1896*	*1920*	*1964*
Fall wheat, bus.	134,625	147,714	212,660	208,800
Spring wheat, bus.	none	188,391	149,094	2,400
Barley, bus.	2,849	472,472	337,703	63,400
Oats, bus.	101,758	2,073,702	2,725,683	1,227,200
Rye, bus	1,253	29,811	25,805	4,900
Mixed grains, bus.	none	none	564,525	671,600
Corn, shelled, bus.	1,857	26,790	7,890	42,100
Fodder corn, tons	none	15,827	81,017	31,600
Hay and clover, tons	3,819	47,894	71,269	126,000
Alfalfa, tons	none	none	1,823	none
Buckwheat, bus.	443	85,683	123,829	5,500
Peas, bus.	27,905	505,239	70,460	1,480
Beans, bus.	none	6,080	1,624	none
Potatoes, bags	125,152	309,120	312,360	60,300
Root crops, bus.	48,925	2,754,378	1,594,825	66,000
Horses	1,914	12,779	13,670	1,500
Sheep	12,517	40,359	30,750	11,800
Cattle	8,352	42,064	62,705	73,300
Swine	6,715	23,820	29,047	25,500
Poultry	no record	152,885	186,591	234,500

Moisture deficiency in the Lindsay area on Otonabee soil occurs only in the harvest month of August. Coarsely textured sandy soils, which are less common in South Victoria, will have serious moisture deficiencies in July as well.

The agriculture of the 146 years under discussion falls into two unequal periods of development. From 1821 to 1871 was the era of pioneering, when the demolition of the forests still absorbed most of the energies of the people. From 1871 down to the present may be seen the free development of modern mixed farming along certain broad lines and in accordance with certain formative factors.

A first impression of the changing aspects of agriculture throughout the epoch may be had from the subjoined table of statistics. The figures for 1850, which represent the pioneer period, have been worked out from the census and the assessment rolls. The data for 1896, 1920 and 1964 are collated from the annual reports of the provincial Bureau of Industries, established in 1882. The statistics chosen have been carefully compared in all respects with those of the harvests in adjacent years, and in each case have been found to belong to an especially favorable season.

Comparisons and Contrasts

It will heighten the comparison of these figures if we consider that the farming population of South Victoria totalled 9,400 in 1850, 9,735 in 1920 and 7,163 in 1964. The area under crop was 19,626 acres in 1850, 196,603 acres in 1920 and 121,844 acres in 1964. The improved acreage including pasturage, which had reached 250,000 in 1882, was 283,000 in 1920 and had slipped back to 212,272 in 1964. The loss of over 70,000 acres since 1920 perhaps indicates areas badly farmed, or unsuitable for farming in the first place, that have simply petered out as uneconomic.

In 1850 virgin forest covered the greater portion of the land, and the farmer was glad to have cleared sufficient space around his cabin to enable him to sow enough wheat, oats, potatoes and turnips for himself and his family. Other crops were almost unknown. The chief exports were not farm products but pine and oak lumber and potash. The latter product was secured by leaching the wood ashes that were so plentiful in times when, merely to clear the land, acre after acre of the finest timber would be hewn down in windrows and fired. In 1842 there were 1021 potasheries in Upper

Canada. The potash from Eldon township was at one time graded as the best on the Montreal market. By 1880, however, we find the countryside given over exclusively to farming, and the statistics reflect the change.

Fall wheat, the first cereal listed, has maintained its position fairly well, although fluctuations in price used to affect sharply the area planted. Time has proved that spring wheat is not a paying crop in Ontario and its use has been almost entirely discarded.

Barley was formerly grown for malting and shipped extensively to breweries in the United States. An embargo against Canadian barley caused the first falling off. Today's small crop is used largely for fodder. Rye flourishes on a sandy loam, and as most of South Victoria is heavy clay, little is ever sown. Early in the 20th century mixed grains became a new and popular crop when Professor C.A. Zavitz of the Ontario Agricultural College, Guelph, demonstrated that barley and oats sown together gave a better yield than when sown separately. The barley is a surface feeder and matures early; the oats strike deeper and ripen more slowly, and the two cereals seem to co-operate, after a fashion. The resulting mixture makes an ideal chop for all purposes.

Corn for husking is old as the aborigines. This crop has fluctuated greatly through the years. In 1920 the figure had dropped to a level merely adequate for seeding, while in 1964 it had risen to over 42,000 bushels. Ensilage had become very popular fifty years ago for the feeding of livestock, then lapsed for a time, but has increased rapidly again since 1960. Its place would appear to have been temporarily taken by mixed grains, hay and clover.

Alfalfa and flax were experimented with, some decades back, but have disappeared entirely. Peas also proved too precarious a crop. For beans, potatoes and roots, the soil throughout the county is much too heavy. The scarcity of farm labour for proper cultivation has also contributed to their abysmal decline. Alsike clover was once a very famous crop in Ops and Mariposa but it has vanished today, partly through weevil infestation and partly through unmatchable competition from Northern Alberta. At present, moreover, no alsike seed is used in any of the County's hay or pasture mixtures.

The statistical table shows the spectacular drop in the number of draught horses (in a tractor age) and in the number of sheep. Cattle and poultry have increased steadily, while swine are down slightly.

The Rise of Dairying

Far more important than minor changes in crops, and to a certain extent shaping the choice of crops, has been the development of dairying. The pioneers, who were practically all Irish, English or Scotch, brought with them an ancestral love for fine cattle. In early times they kept all the stock that their little clearings would maintain, though even this often meant a very limited collection. As the forests slowly retreated, the herds grew in number and extensive mixed farming became a reality. In some of the older parts of Ontario a period in which wheat-growing predominated intervened between the pioneer period and the modern mixed farming period. Such was the case in York county, which, in 1850, produced over two million bushels of wheat. In Victoria, pioneering was much delayed and dairying followed close after the era of lumbering.

From 1870 to 1900 the co-operative cheese factory was the focus of dairy enterprise. After that time the creamery gradually displaced the cheese factory, and even that phase of county industry has now lost ground.

The co-operative companies were easily organized. Half a dozen or more farmers in a locality drew up an agreement in accordance with a special Act passed for the purpose and registered this agreement at the county registry office. Sufficient money was subscribed to build a factory and equip it. A committee of management was appointed. Fifty or more farmers agreed to send their milk daily to the factory, where it was made into cheese by an expert. Careful record was kept of the milk supplied by each patron and also of its quality in value for cheese. The products were sold and the surplus, after deducting the cost of making and selling, was divided among the patrons according to the amount of milk that each had sent. In Victoria County in 1897 there were 1047 patrons of cheese factories. Their contribution of milk was about fifteen million pounds and their net returns $95,954.

In 1870 there were no cheese factories in the county. In 1896 there were sixteen, as follows:-

Name	*Secretary and Address*
Palestine-Samuel Truman, Kirkfield.	
Lorneville-James McAlpine, Lorneville.	
Maple Leaf-John Read, Downeyville.	
Omemee-H. Stephenson, Omemee.	
Cambray-E.G. Lytle, Cambray.	

Name *Secretary and Address*

Cameron-Manley Maybee, Cameron.
Little Britain-O.J.B. Yearsley, Little Britain.
Mariposa-David Rogers, Linden Valley.
Valentia-Joseph Mark, Valentia.
North Ops-John Jackson, Lindsay.
Reaboro-Joseph Brown, Reaboro.
Bobcaygeon-Geo. W. Taylor, Bobcaygeon.
Dunsford-John McDonell, Dunsford.
North Verulam-Emerson Tiers, Fairbairn.
Red Rock-Wm. Paul, Red Rock.
Star-Morgan Johns, Bobcaygeon.

However, the perfected invention of the cream separator brought about the abdication of the cheese factory in favor of the creamery. It was a long step forward when the cream could be automatically drawn off for shipping to the creamery and the skim-milk saved at home for the pigs and the calves. In 1896 no creameries had yet been registered anywhere in the county; in 1920 the following butter manufactories were in operation:-

Name *Secretary and Address*

Omemee-L.A. Southworth, Omemee.
Victoria-Lindsay Creamery Co., Lindsay.
Kinmount-J.A. Austin & Son, Kinmount.
Fenelon Falls-R.A. McIntosh, Fenelon Falls.
Coboconk-J.A. Ham, Coboconk.
Eldon-Newman Bros., Lorneville Jct.

By 1920, only seven cheese factories remained. As late as 1934, according to the Dominion Government grading department, Victoria led all other counties in Eastern Ontario in the quality of the cheese that its factories produced. In 1964, none were left. Even the creameries dwindled in South Victoria and only two survived in 1964—Silverwood's Dairies, in Lindsay, and Briar's Dairy in Lorneville. Many of the better farmers have gone into the production of fluid milk for the Toronto market. The proportion of dairy cattle in the county's herds has trebled from 5 per cent in 1950 to 15 per cent today. The other 85 per cent represents beef cattle for the abattoirs in Toronto. The county output of creamery butter in 1964 was 1,373,230 pounds. In the same year the sales of fluid milk

by licensed dairies in Victoria and Haliburton totalled 3,628,033 quarts. The monthly average price in 1964 per 100 lbs. at the Toronto stockyards was $22.80 for feeder steers and $26.32 for dressed hogs. In December 1964 the Agricultural Rehabilitation and Development Association (ARDA) reported a successful first year in using 900 acres in Eldon Township as supervised pasture land for 200 head of cattle. In 1966, some 1,850 acres were used for 350 cattle. This was a way of using the many abandoned farms in the township. Ditching, the felling of trees, ploughing and seeding were all part of the program of rehabilitating the pasture.

Figures of Prosperity

The farming community has had a long, hard struggle over the years to establish prosperity in the face of inadequate remuneration. In 1897, the gross value of the year's crop was $1,901,251 and the capital investment $16,270,748. The net result of the year was probably a loss. In 1919, however, the gross crop value was $7,182,660 on a capitalization of $31,073,425. In 1964 the Government reported a field crop value of $5,084,350 on a capitalization of $49,479,400.

Certain financial ingredients in a complex mixture will be made clear in the following table of comparative expenses. In the index of commodities and services, the average of the five-year period 1935-39 is taken as 100 (Cf. *Agricultural Statistics for Ontario, 1964*).

Costs of Commodities and Services

	1932	*1964*
Composite index	92.7	285.3
Tax and interest rates	101.2	255.7
Farm wage rates	74.9	613.8
Farm machinery	93.7	281.5
Feed	74	224.8
Binder twine	89.6	336.2
Food	88	273.9
Clothing	99.9	261.8

It is no doubt part of the notorious erosion in the value of the Canadian dollar that the composite index above should have increased three times; but it will be noted that farm wage rates have increased *by eight times* in the past 32 years. The operation was successful, but the patient died. In other words, the "hired man"

has almost disappeared in Ontario's mixed farming. Only large scale operations in tobacco growing, market gardening and horticulture (none of which are found in Victoria County) can afford to bring in masses of seasonal labour. There is a compensatory investment in farm machinery, which tends to increase the optimum area of the individual farm. It also means that considerable capital is needed to set a man up in farming—capital often beyond the reach of a young man with an itch for agriculture. According to *Agricultural Statistics for Ontario, 1964*, there are 2,077 farms in Victoria County but only 1,486 "commercial farms." Many men from subsistence farms are working at General Motors, Oshawa, and associated industries, and have sold or rented their fields to professional farmers.

The Development of Machinery

The development of farm machinery has been amazing in its rapidity and extent. Oxen dragged the pioneer's tree-crotch plow among the stumps, barely scratching the surface of the forest loam; thence we find a steady advance to the modern steel plow, with its removable and adjustable colter and mould board; and now, on many farms in the county, gang plows, dragged by gasoline tractors, steadily turn up several furrows at a time. Then we have improvements in harrows for pulverizing the soil, in drills for sowing the seed, and in cultivators for replacing the old-fashioned hoe. The earliest settlers harvested their grain with sickles, after the fashion of four thousand years before. Then came the scythe and cradle, then the reaper and the mower, and finally that wonderful machine, the self-binder. Pioneer threshing was accomplished by flailing the grain with two sticks fastened together with a strap or by having horses or oxen trample it out. By the turn of the century, a threshing-machine run by steam or gasoline power, separated the kernels from the chaff and straw with speed and thoroughness once deemed impossible. Still more recently the self-propelled combine has taken over. The principle of the silo, which is as ancient as Old Testament times, has been revived and improved upon. Instead of being a mere corn pit in the ground, it is now commonly an imposing stand-pipe of wood or cement, filled with chopped-up fodder from a forage harvester. Under this system a greater number of cattle can be supported on a farm of a given size. The preparation of dairy products has likewise received great assistance from inventive genius. In early times cream was skimmed from standing milk,

hung up in a bag, and pounded or swung around. Sometimes a primitive form of barrel churn was used. Then came the dash churn, and then the application of dog power, horse power, and steam power, the introduction of the box churn, and the constant elaboration of machinery in one direction and another. Today the cows can be milked by machinery; machines separate the cream from the milk; and every process in butter or cheese manufacture down to the putting of the finished product on the market can be accomplished by mechanical means. Cold storage warehouses then step in to keep the finished product from spoiling before it can be disposed of for actual use. With the coming of the tractor and the combine, the mechanization of agriculture is almost complete.

Improvement of Transportation

Facilities for transportation are vitally connected with agricultural development. When precarious forest trails were the only means of travel, the export of farm products was almost unknown. A few sacks of wheat might be taken to some backwoods mill for gristing, but the farmer never ventured farther. As a result, the farm was almost self-sufficient and supplied its own needs with amazing ingenuity. Chapter X below (pages 179-194) describes the way in which between 1857 and 1911 the county was spiderwebbed with a network of railways, by which farm products along with lumber made their noisy way to the markets of the world. It describes further how between 1923 and 1967 the county's railways have been almost entirely replaced by a far more extensive grid of highways (Trans-Canada, provincial, county and township), totalling 1,377 miles, 310 of them paved, by which the farmer's products can speed by truck from his very dooryard to processors in Lindsay, Oshawa or Toronto, while he and his wife, in the family automobile, can shop for all their household needs with merchants near and far. The rural telephone connects him with his neighbours and his customers. A network of hydro-electric lines enables him to light his home and mechanize his barn and stable operations. All this has facilitated the development of an agriculture best suited to the local soil, the local climate and the provincial economy.

Agriculture Benefits from Science

Scientific research has been no less important than improved transportation in its effects. Agriculture was long an art but has now

become a science. Botanists produce and test new and better varieties of plants and study the control of rusts, rots, moulds, mildews and other parasitic forms of plant life. Animal pathologists study the control of the germ and virus diseases that afflict live stock. Entomologists have saved hundreds of millions of dollars to this continent in the past hundred years by their intelligent fight against insect pests. Chemists, commencing with Sir Humphrey Davy and Liebig, have analysed the soil and laid down the chemical prerequisites for successful agriculture. Two of the most important points on which stress can be laid today are the adaptation of crops to soil and the maintenance of soil fertility by an intelligent rotation of crops, definitely planned out, and by the generous use of fertilizers. The former question has already been touched on in the discussion of recent crops. The urgent need of consideration for the latter principle will be evident from the following table, showing the yield per acre of certain crops in Victoria County (a) in 1882, (b) for the period 1919-20 and (c) for 1964, together with the provincial average for the latter years:

Product	1882	1919-20	1964	1964 Prov. Average
	bushels per acre			
Corn in the ear	70	35	60.2	81.1
Field roots	528	396	660	646
Peas	20	15.5	18.5	20
Potatoes	274	116.6	274	330
Rye	18	15.1	24.5	25.4
Oats	36	31.7	48.7	53.2

It will be noted that the mining of the soil from 1882 to 1919-20 resulted in a marked loss of fertility and a drop in the output per acre for every kind of crop. The fertility left by the primaeval forest had been dissipated and all too little had been done to restore it. In the past 45 years, however, new fertilizers, crop rotation and better seeds have done much to restore the yield, although Victoria still falls below the provincial average in every crop except field roots.

The Agricultural Representative

In 1874 the Ontario Government established an Agricultural College and experimental farm at Guelph. In 1886 the federal Depart-

ment of Agriculture began a system of experimental farms or stations across Canada, each specializing in agricultural problems peculiar to its area. The connecting link between this massive and continuing program of research (provincial and federal) and the individual farm is the agricultural representative ("Ag. Rep.") in each county, a graduate Bachelor of Scientific Agriculture appointed by the provincial Department of Agriculture as the "guide, philosopher and friend" of the county's farmers. With him today may be associated a woman graduate in home economics and a male graduate in agricultural engineering.

The first Ag. Rep. in Victoria County was Frank H. Reed, who opened up an office in Lindsay in 1907. He was followed in 1909 by D. A. MacKenzie and in 1913 by Albert A. Knight. These men travelled the county by bicycle, horse-drawn vehicle, motorcycle and automobile, and sought to establish their work with the grassroots farmer. Under the leadership of Albert Knight, month-long courses in agriculture and home economics were organized and held annually in the rural districts. School fairs were conducted with the able assistance of the school inspectors. At the time that these were discontinued, at the outbreak of World War II, 15 fairs were being held each year in Victoria County and Haliburton County. Live stock and seed judging competitions were held, and junior farmer clubs had been organized in Woodville, Little Britain, Lindsay, Cameron, Omemee and Oakwood.

M. W. Winter came to the county in 1926 and during his time many of the farm organizations were formed. He continued as secretary-treasurer to several of these until his retirement in 1948. School fair work was enlarged and month-long courses were held in agriculture and home economics. Young people were coached in the judging of live stock, cereal crops and home economics work, and teams were entered in district and provincial competitions. Club work with juniors was extended. Work followed on the control of disease and insect damage to live stock. Warble fly control was started in 1934 and bot fly control in 1935. Testing of cattle for tuberculosis was started in 1936 and completed in Haliburton in 1939. Reactors were disposed of and a TB-free area established. The first pasteurization plant was installed in a Lindsay dairy in 1927. An artificial insemination breeder unit was established. A tile ditching machine was purchased by the County Council and many extra acres were brought under cultivation. The first rural hydro installation was on 20 farms in 1928. The farm use of electricity is now almost universal.

Under the leadership of LeRoy G. Brown, who came to the county in 1948, the scope of the Ag. Rep.'s work has increased greatly. There are now three Junior Farmer Clubs, heading up in a county organization. In 1965 some nine 4-H Clubs, with a membership of 155, were conducted for boys. Arthur Hamilton is largely responsible for this work. In the girls' section, under the guidance of Miss Patricia Wray, 15 clubs were carried on with 136 members.

Spraying for the control of warble flies as a county project started in 1949, and this pest has been largely exterminated. A Brucellosis (undulant fever) program was started in 1953 and this disease of cattle (carrying a threat to human beings) is now under control.

An increasing number of farmers are now visiting the Ag. Rep.'s office for information on soil analysis, the right crops and fertilizers for the soil they have, the breeding and feeding of live stock, and disease and insect control. Farm bookkeeping, business management and budgeting are receiving attention. Individuals are being advised and courses held. There are now 180 farmers enrolled in these courses. Like every other county in Ontario, Victoria has its "farm safety council." An accident survey has been held, to help make the farming population safety conscious. An agricultural specialist in engineering, J.H. Nodwell, gives advice on farm machinery, drainage, the building of water conservation dams, and the planning and construction of farm buildings. Government grants are made in aid of water conservation and other rehabilitation projects. Mr. Harvey Wright, soil and crop specialist, deals with problems related to crop production, weed control and soil management.

The Breeding of Prize Stock

The breeding of first class strains of live stock began nearly ninety years ago with the efforts of far-sighted and energetic individuals. Thus the first deliberate attempt to develop thoroughbred cattle in Victoria was made in 1880 by Mossom M. Boyd, of Bobcaygeon. His aim was to establish a cattle-breeding station by means of which ultimately to revolutionize the herds of the district. With this end in view, he visited the principal stock farms of Ontario and bought several pedigreed Herefords and Durhams. In 1881 he began to assemble his famous herd of Aberdeen Angus cattle. Among his most successful animals were the cows Etaine of Aberlour (8203) and Wanton (4610) and the bulls Chivalry (1765)

and King of Trumps (2805). King of Trumps was many times first in Ontario at the provincial exhibitions, but was killed on May 20, 1887, by a fall in the course of a battle with Chivalry on board the barge Paloma, on Pigeon Lake. Boyd's cattle-breeding was continued by his son, W. T. C. Boyd.

In 1881 also, John Campbell of North Mariposa began to build up a flock of thoroughbred Shropshire sheep. His ewes "Nancy" and "Topsy," his ram "Gold Medal," and many other animals, won countless prizes, sweeping their classes even in international expositions. In 1884 Campbell also won the gold medal then awarded annually for the best cultivated and administered farm in Ontario.

Co-operative organizations later came to reinforce the breeding projects of individuals. Thus the Victoria Shorthorn Club has a venerable ancestry going back to 1908 and the enterprise of G.C. Channon and William Cullis. Yearly sales were started in 1911 and every year since that time superior animals have been offered to the public. Early contributors were James Casey, Charles Jenkins, J.F. Parkin, Malcolm and D.J. McPhaden, J.F. and William Graham, G.H. Cullis and Lane and Mark.

Among the Victoria County farmers who in 1921 were maintaining thoroughbred stock, the following were outstanding: G.C. Channon, Oakwood, Aberdeen Angus cattle; James Callaghan, Reaboro, Holstein cattle; W.J. McNevin, Ops, Ayrshire cattle; A. Jamieson, Woodville, Shorthorn cattle and Shropshire sheep; J.R. Kelsey, Woodville, Shropshire sheep; John Cullis, Oakwood, Leicester sheep; A.E. Whetter, Oakwood, Clydesdale horses; J. Currie, Woodville, Yorkshire swine. Among their successors in 1965 as breeders of pedigreed stock are Ray Nokes, Herefords; Roslyn Flett, Milton Jenkins, John Sims and Grattan Moore, Shorthorns; and Fleming Brothers, C.J. Lillico and Sons and the McGriskin estate, Holsteins. These breeders generally win the top awards at local exhibitions and fairs and some of their cattle are sold to top herds in Ontario and go on to win special awards at the Canadian National Exhibition and the Royal Agricultural Winter Fair. They are also sold in England, Italy, Spain and South America. In December 1965 a new Canadian record for milk production was set at Reaboro by a 3-year-old Holstein, "Flemingdale Citation Sadie," owned by Fleming Brothers. The record, one of five set by this cow, shows 28,005 pounds of milk in 365 days. Among today's chief breeds of sheep in the county are Suffolks, Oxfords, Leicesters and North Country Cheviots.

New Forms of Co-operation

To assist in the integration of the foregoing forces of mechanization, electrification, transportation networks and the application of science to crops and live stock has come the growth of new forms of co-operation in rural society. In pioneer times a whole neighborhood would gather in "bees" to co-operate in logging, clearing, barn-raising, road making, corn husking, or even pig-killing. The women, too, had their bees for carpet making or quilting. Today the farmer does his own work and limits his operations to his own farm and his own help. But co-operation now finds expression along broader and less intimate lines, in organizations for collective buying and selling, and for mutual emulation and increased efficiency. Among co-operatives still active in 1965 were the Lindsay District Co-operative and the Grasshill District Co-operative, which have recently joined the United Co-operatives of Ontario; the Cataract Co-operative, Fenelon Falls; and the United Farmers' Club, Omemee. This last is probably the oldest farmers' club still functioning in Ontario. Its president is Mr. Alvin Franks, of Omemee. Across Canada there were in 1954 some 2,086 farmers' co-operative marketing and purchasing associations, with 1,196,426 members, a sale of products totalling $733,012,042 and sales of merchandise totalling $234,583,125.

The Rise of Agricultural Societies

Less immediately remunerative than these commercial ventures, but even more potent in the improvement of rural life have been the agricultural societies, with their annual fairs where comparison of products stimulates a desire for better crops and better stock.

It is not definitely known how early agricultural societies and associations appeared in South Victoria. All local records were lost in the Lindsay fire of July 1861, but tradition has it that a South Victoria fair was held at Lindsay in 1854 and on October 10, 1861, a full-fledged Victoria County Agricultural Society held a fair at Oakwood. On January 15, 1862, the following officers were elected for the year: President, John Gibbs; first vice-president, W. Mederill; second vice-president, W.L. Russell; treasurer, J.H. Hopkins; secretary, S.C. Wood; directors, William Cottingham, Arthur McQuade , Patrick McHugh, William Thorn, J. O'Leary, William Bateman, W. Banks. The annual gatherings of this early society were subject to many vicissitudes. Sectional interests tended to-

wards the establishment of township societies and the decline of the larger organization.

The other societies that have arisen from time to time and held fairs, with more or less of success, have been the following: (1) The Mariposa Society, meeting at Oakwood-the oldest and most successful of the township societies; (2) The Emily Society, meeting at Omemee; (3) The Verulam Society, meeting at Bobcaygeon; (4) The Ops Society, meeting at Lindsay; (5) The Fenelon Society, meeting at Fenelon Falls; (6) The Eldon Society, meeting at Woodville; (7) The Bexley and Carden Society, meeting at Victoria Road; (8) The Somerville Society, meeting at Coboconk; (9) The Laxton and Digby Society, meeting at Norland; (10) The Galway (Peterborough County) Society, meeting at Kinmount; (11) the North Victoria Society, meeting first at Glenarm and later at Victoria Road; and (12) the South Victoria Society, meeting at Lindsay. Five of these venerable societies still survive and stage the following local events: Mariposa Society (Oakwood Fair); Emily Society, Omemee (no fair); Verulam Society (Bobcaygeon Fair); Fenelon Society (Fenelon Fair); and Somerville and Galway Society (Kinmount Fair).

Ploughing matches are as old as the county. On October 24, 1861—the year of the first provisional independence of Victoria County—a ploughing match was held on the farm of John Gibbs, in Ops, and the first prize (six dollars!) was won by Michael Thorndyke. In October 1885, a Victoria County Ploughmen's Association was formed for the purpose of holding annual ploughing matches. The first executive consisted of the following: president, M. W. Berkeley, Cambray; 1st vice., Donald Grant, North Mariposa; 2nd vice, Nelson Heaslip, Bexley; secretary, H. Cameron, Woodville; treasurer, James Stuart, Woodville. After many years of success, it was allowed to lie fallow for a time, but was organized again in 1923. In the early years, horses were the motivepower and many excellent crowns and finishes were achieved. Among those who carried on are Wesley Wilson, William Rich, Charles Jenkins, John Wylie, John Webster, Thomas Christian, Charles Shier and William Newman. Alex McFadyen, Wilfred Short and John Mark are Past Provincial Directors. Alvin Mark is now serving in that capacity and was president of the Ontario Ploughman's Association in 1964. He was champion ploughman in 1948 and was rewarded with a trip overseas, the guest of the Imperial Oil Company.

Organized in 1940, with Harold Hillis of Windsweep Farm as president, the Victoria Soil and Crop Improvement Association has

been a worthwhile project. It has conducted experiments in the varieties and use of crops, a study of types of tillage of the soil, and the use of fertilizers and sprays for the control of diseases and insects. William Payne, William Graham, Frank Graham, Joe Murphy, J. R. Elliott, Robert Parkin, Owen Sweetman, George Bagshaw, Joe E. Nesbitt and a score of others have contributed to the work.

The Lindsay Milk Producers' Association was organized in the early 1930's. The idea was to co-operate with the distributors and to negotiate prices and conditions of purchase. Early producers were Daniel Murphy and Sons, T. R. Trotter, W. J. Hall, Dennis Sullivan, W. J. Moynes, Vickers Beatty and Bertram Robertson. Edward Northey has been president for a number of years and Roy Robertson is secretary.

The Victoria County Hog Producers Association was formed in 1944, with William Newman as president and M. H. Winter as secretary. During the years J. A. Murphy, George Kelsey, N. R. Pilcher, John F. Graham, J. I. Alton, Ken Thorn, Roy Morrison, Fred Taylor and Ivan Dewell have given leadership. C. V. Curtin has served for a number of years as a Director of the Ontario Hog Producers' Association and of the Marketing Board. He is now vice-president of the former. An assembly yard for hogs produced in the district has operated in Lindsay for a number of years, under the direction of Maurice Tompkins. Each Wednesday, hogs are assembled, sold by teletype in Toronto, and shipped to the processors.

Other auxilary organizations have been the Lindsay Horticultural Society founded in 1869, and the Lindsay Poultry and Pet Stock Association. Very active for over six decades are the county's 33 branches of the Federated Women's Institutes of Canada, set up originally in 1897 at Stoney Creek, Ontario, as the farm women's counterpart of the Farmers' Institute. The Victoria County branches date from about 1904.

History of the Lindsay Central Exhibition

During the past ninety years the township societies have tended to become subordinate to the South Victoria Society and the "Lindsay Central Exhibition" to grow at the expense of outlying fairs. This tendency began in 1875. In that year the four "Midland Counties," (Peterborough, Victoria, Durham and Northumberland), agreed to co-operate in the staging of a "Midland Central Exhibition," to be held in turn in Peterborough, in Port Hope, in Lindsay, and in

Cobourg. A joint directorate was elected from the representatives of the agricultural societies of the four counties. Conferences were usually held in Millbrook, which was judged neutral ground and a conveniently central rendezvous.

The first Central Exhibition was held in Peterborough in October 1875, the second in Port Hope in 1876, and the third in Lindsay on October 2 and 3, 1877. The executive in 1877 comprised the following: President, John Connolly, Ops; vice-president, George Cockburn, Baltimore; treasurer, Col. Deacon, Lindsay; secretary, J. H. Knight, Lindsay. The late James Keith was at that time Secretary-Treasurer of the South Victoria Agricultural Society and contributed not a little to the success of the Central Exhibition.

The purchase of suitable grounds had been the first consideration and had been undertaken by the South Victoria Society. Previous local fairs had been held on the block just south of Victoria Park. A site was next purchased along that part of George Street lying between Albert and Hamilton Streets. This lot, was found to be too boggy and was sold to the Whitby, Port Perry, and Lindsay Railway Company for $1300. The South Victoria directors then bought a tract of eight and a half acres, lying west of Adelaide Street North, the present location, from John Knowlson for $3500. This land was then an uneven cow pasture, dotted with stumps. It was at once levelled, improved, and fenced in. Eighty cattle stalls were built along the north side of the grounds and eighty horse stalls along the south side. The west end was occupied by sheep cots and swine sties. In the east centre of the grounds was the main building and west of this an oval racetrack, of one-fifth of a mile. The judge's stand was in the centre and a band stand west of that again. The hennery stood to the north of the main building.

The Exhibition of 1877 was a great success. The first day was wet and discouraging, but the second was fine and over 25,000 visitors came in from outside points during the single day. The entries totalled 2,868 and the gate receipts $2,964.

The South Victoria Society was now for some time in financial difficulties. Its outlay for land had been $3500 and for buildings $4788. Towards this cost Lindsay had contributed $500, the county council $700, the province $700, and sundry townships $475. The balance had to be sought for otherwise and it was some time before all debt was cleared away.

The Central Exhibition was held in Cobourg in 1878, in Peterborough in 1879, in Port Hope in 1880, in Lindsay again in 1881,

and in Cobourg in 1882. It was to have been held in Peterborough in 1883, but the Peterborough County societies refused to co-operate any longer in the "Midland Central" system. The South Victoria Society then undertook, with considerable enterprise, to stage a "Lindsay Central Exhibition" under its own auspices. This Exhibition was held on October 3, 4, and 5, 1883. Though not as pretentious as the four-county fairs of 1877 and 1881, it nevertheless brought in over 2000 entries and a great crowd of visitors, for it inherited in some measure the prestige of the abandoned Midland Central gatherings. The Lindsay Central Exhibition has been held annually by the South Victoria Society ever since 1883 and has met with ever-increasing success.

Additions of land and buildings have been made from time to time. In 1884 two and a half acres were secured from the Workman Estate and in 1904 a tract to the north of the earlier lot was bought for $1500. In 1884 the track was extended to the half-mile and a fence, long since demolished, built around the entire course. A roofless grandstand, twenty feet by two hundred, was erected for Dominion Day 1885, and a roof added in 1888. The present poultry building was put up in 1895, the cow stable in 1902 and the horse stable in 1906.

The Exhibition now covers some 37 acres. Two tunnels, one for pedestrians and the other for livestock and motor vehicles, permit a safe passage under the race track. Six thousand square yards of permanent pavement have been laid down, especially in the midway area, to conquer the famous Lindsay mud. The grounds are brilliantly illuminated after dark, to facilitate night shows. In September 1956 came the dedication of a $215,000 coliseum and grandstand, built by the T. Wilson Construction Company. Since 1958, two open barns have been built to accommodate the 4-H championship show, also a pony barn 150 feet long. In 1965, specially designed display areas were installed on the second floor of the main building. In 1966 a portable stage was approved for grandstand viewers, as well as a 139-foot extension to the agricultural building. Plans are on the drawing-board for a $500,000 multiple purpose building on the recently acquired Isolation Hospital site. Altogether this has become one of the best equipped exhibition establishments in Eastern Ontario.

The Grangers and the UFO

Still more important than the agricultural societies in its scope was the Grange or Order of the Patrons of Husbandry, which flourished

in the seventies and eighties. This was a farmers' fraternal society, first organized in the United States in 1867 and taken up by rural Canada in 1872. The first Dominion Grange was inaugurated on June 2, 1874, with S.W. Hill as Worthy Master. In Victoria county, local lodges first appeared in 1876. Mariposa Grange No. 380, headed by John Cruess, was perhaps the strongest lodge in the county. At a Grange picnic held June 11, 1880, in Tyrrell's Grove, Cambray Station, over 3000 persons were present.

The organization was strictly non-political and merely sought by co-operation to increase agricultural prosperity. Its ultimate failure had the following causes: (1). The overwhelming failure, through mismanagement alone, of three co-operative enterprises, a fire insurance company, a trust company, and a wholesale supply company. (2). An innate spirit of aloofness among farmers. (3). Internal dissensions. (4). Reckless financial administration. (5). The counter-attractions of the Farmers' Institutes which were organized and encouraged by the government.

In 1890, a new and very different farmers' organization, "The Patrons of Industry," launched out into active politics as a separate party, opposing the "National Policy." Failure in the elections of 1895 wrecked and dispersed the Order.

In 1914 the Grange emerged in a new incarnation as the United Farmers of Ontario. Under this great class union there were twenty-eight farmers' clubs in Victoria County. These branches formed a county organization of which Jasper Foreman, of Kirkfield, was president, and M. J. Hogan, of Lindsay, was secretary.

The UFO had an even more spectacular career than the Grange. Its political achievements are described in Chapter XI. The business done by Victoria County's UFO clubs in 1920 amounted to over a million dollars. Political reverses at the polls and the hardships of the early Depression years presently dampened down the fires of the movement but did not wholly extinguish them.

A new, non-political farm organization came into being in 1936. It was originally named the Ontario Agricultural Conference, and was considered to be the provincial section of the Canadian Chamber of Agriculture—the forerunner of the Canadian Federation of Agriculture. In 1937 the name was changed to "Ontario Chamber of Agriculture." One of the original aims of the OCA, which was organized and built on the determination and faith of its followers to improve agriculture for farmers, was to enable Ontario farm and co-operative organizations to function within the national organiza-

tion, the Canadian Chamber of Agriculture. The sponsors were the United Farmers of Ontario and the United Farmers' Co-operative Company, but the list of members in the first year included the Ontario Whole Milk Producers' League, the Ontario Cheese Patrons' Association, the Ontario Fruit Growers' Association, the Ontario Vegetable Growers' Association, the Ontario Grape Scheme, the Ontario Cream Patrons' Association, the Ontario Honey Producers' Co-operative, the Canadian Co-operative Wool Growers' Association, the Ontario Sugar Beet Growers' Association, the Ontario Manufactured Milk Producers' Association, the First Co-operative Packers of Ontario, the Ontario Burley Tobacco Marketing Board, the Ontario Flue-cured Tobacco Scheme, and several others not now in existence.

In 1938, a move was made to organize counties and districts, and by 1939 six county chambers of agriculture had joined the Ontario Chamber of Agriculture. In 1940 the name was changed to "Ontario Federation of Agriculture," to conform with the name change of the national organization to the Canadian Federation of Agriculture. In 1943, at the convention of the United Farmers of Ontario, the members agreed to merge with the OFA.

During this time, new members were constantly being added to the OFA. It became an incorporated body on August 23, 1956, and at present has a membership of over 80 organizations. The Victoria County Federation of Agriculture was formed in 1944 with Chas. D. Logan, of Bobcaygeon, as president, and M. H. Winter as secretary.

Chapter IV

THE NORTHERN TOWNSHIPS

The seven townships, Bexley, Somerville, Laxton, Carden, Digby, Dalton, and Longford, which lie to the north of the Kawartha water system, may be conveniently referred to as "North Victoria." Like the six southern townships, they constitute a geographical unity, but their past development and future problems are in marked contrast to those of South Victoria. What these peculiar characteristics of North Victoria are may best be ascertained by sketching briefly the histories of the individual townships and then drawing broad conclusions from our survey.

(*A*) *The Beginnings of Bexley*

The township of Bexley is named after the Right Honorable Nicholas Vansittart, Baron Bexley (1766-1851), who was Chancellor of the Exchequer (and thus a colleague of Eldon) during the Liverpool administration.

Bexley is small in area and very irregular in outline. To the west and north it is bounded by straight survey lines separating it from Eldon, Carden, and Laxton, but on the east and south it is delimited by the Gull River and by Balsam Lake, whose deep bays carve up its borders fantastically. The most salient feature of Balsam Lake is Indian Point, a long blunt tongue of land, a mile in width, which is marked out by Northwest Bay and the Gull River estuary. Just southeast of this point are several small islands, of which Ghost Island, fifteen acres in extent, is the most important. This

long, narrow, forest-clad island is shrouded in legend. It has two Indian mound graves of unknown antiquity. Tradition has also endowed it with buried treasure. According to pioneer lore, certain Jesuit priests had been stationed among the Indians in this part of Ontario and farther west prior to the British conquest of Canada in 1759. When the armies from the south began to close in on Canada, these priests gathered all their church plate together and prepared to paddle with it to Quebec. However, in passing through Balsam Lake they buried it, for some reason, on Ghost Island. The tale is apocryphal, but was given such local credence that several large excavations and dozens of smaller ones were to be found years ago where optimists had been digging for the legendary treasure. The continual interference of Jesuitical ghosts (whence the name of the island) was supposed to have thwarted all efforts to locate the buried silver.

Let us return, however, from legend to physiography. Two small streams, Perch Creek and Talbot Creek, enter Bexley from the north and unite before passing out across the western boundary. Raven Lake is a small expansion of Talbot Creek about two miles above its junction with Perch Creek.

The township is still within the limestone region but not far from the frontier of the granite country. The land surface has been severely glaciated and the rocks are usually either exposed or covered with a layer of soil so thin that a forest fire destroys it. Even where the soil is deep, as in occasional pockets of drift, huge boulders are scattered throughout it.

The government survey was made in the early thirties. All land adjoining Balsam Lake and the Gull River was divided into lots with a narrow frontage on the water and a depth of about two miles. The area to the north and west behind these front ranges was divided into eight orthodox concessions, numbered from west to east, and a varying number of 200-acre lots, numbered from south to north.

The western boundary of the township was a colonization highway known as the "Victoria Road," built about 1863 and running from Goose Lake on the Mariposa boundary north to join the Peterson Road in the peak of Longford township. The Portage Road, which followed the line of the old Indian trail from Lake Simcoe to Balsam Lake, ran out its last four miles in Bexley. Here, as in Eldon, the land adjacent to the road was divided into deep, narrow lots. From the Balsam Lake terminus of the Portage Road, the "Lake Shore Road" runs up along Northwest Bay to Coboconk.

This is a forced road. The regular road allowance lay at the rear of the thirty-eight deep lots along the bay; the settlers had their homes near the waterfront; and to have put through the road as surveyed would have meant the maintaining of thirty-eight private lanes, each two miles in length. Accordingly all agreed to cut through this Lake Shore Road from lot to lot. Still another prominent highway is the Cameron Road, which follows a winding course west of Silver Lake and Shadow Lake, from Coboconk to Norland. An oldtimer cannot help regretting the disappearance of these lakes' former names of "Little Mud Turtle" and "Big Mud Turtle." Tourism no doubt instigated the more romantic titles.

An Admiral and Others

The first settler in Bexley was Admiral Vansittart, a cousin of Baron Bexley, who came to Canada in 1834 and was given a grant of one thousand acres on the shore of West Bay, Balsam Lake. He came in with ox-wagons over the old Indian trail from Lake Simcoe and often had to stop and chop out trees and logs from the path. His new property, at the head of the portage, had had an earlier history. Indian villages had flourished here in the sixteenth century; Champlain had traversed the spot in September of the year 1615; Jesuits, coureurs de bois, Hurons, Iroquois and Mississaugas, all passed and repassed up to 1760; then came English fur-traders, and towards the end of the eighteenth century a trading post, comprising three main buildings, was established near the shore. The stone chimneys of this post were still in existence in 1871, but were demolished not long after.

The old admiral was not without character. Even in his wilderness home he insisted on dressing for formal dinner every evening and was never without his champagne. He was twice married. His second wife was a Miss Stephenson, the daughter of one of his own servants, and to her he left the entire Balsam Lake estate. In later times, about 1871, the property passed into the hands of the late George Laidlaw, "the Laird of Bexley," who named it "The Fort Ranch." The name does not refer to any fort on the premises, but to the customary question of a frequent guest, the late Hon. Rupert Wells, who, as the times were hard and money tight, would ask his host on each visit if he were still "holding the fort." One of his sons, Colonel George E. Laidlaw, succeeded him on the estate.

At the time of the government survey, Indian Point was set aside as a reserve for a mixed band of Mississauga and Ojibway

Indians, who were then in occupation. In 1836 Samuel Cottingham of Omemee received a government contract to build twelve houses here for those of the Indians who were Christians. Their pagan kinsfolk lived in wigwams on the islands near by. In 1847 the Indians put in a claim to the government for all islands, points, and broken points of land, but met with no success. At last, about 1860, a Peterborough lumberman named Denniston secured control of the forest on Indian Point and along the north shore of the lake and the Indians moved away, the Ojibways to the Rama reserve, north of Orillia, and the Mississaugas to Scugog Island. After all timber had been removed from the point, small narrow lots were platted running from a central road survey to the water on each side. This road was never opened; only a winding lumber trail wandered up the point towards Coboconk.

As a result of these lumbering operations a number of French-Canadian lumber-jacks, the Bradimores, Grozelles, Breauws, Demoes, and Angiers, settled in a body north of Balsam Lake near the Laxton boundary. Old Joe Demoe had been foreman of the square timber raft gangs who went in the old days from Bexley to Quebec with their rafts.

In the southwest corner of Bexley along the last four miles of the Portage Road, the old Indian trail, the earliest settlers were the Kings, Lytles, Ballams, Herons, and Drakes, all from the north of Ireland. Most of the pioneers along the west shore of Northwest Bay were Highland Scotch, whose only tongue was Gaelic. Amongst these were the families of Bell, Brown, Cameron, Gillespie, Graham, Macdonald, McFayden, McLeod, McInnis, McMullen and Murchison. Several Irish-Canadian Protestants, Joseph and George Staples, Henry Southern, and Henry, George and William Peel, came from Cavan township, Durham county, in 1864-5, and settled in the north and northwest of Bexley. This area is still known as "The Peel Settlement." There are a few Irish Catholics near the Carden boundary.

While the earliest pioneering was largely done by Scotch and Irish, the predominant element in later immigration, especially in the villages, has been English. The 1961 census figure for the whole township is 661.

A Phantom Village

The first village in Bexley never became a village. At the time of the government survey, Block C, on the west shore of West Bay,

where the Trent Canal now leaves Balsam Lake, was reserved as a town site. The name "St. Mary's" was given it on the official plans. It turned out, however, that the surveyors had chosen a tract of flat rock with about two inches of soil. No ditches or cellars could be dug and the site was abandoned. It was long known as "the government reserve," but now forms part of the Laidlaw estate.

Just adjacent to this tract but on the north side of the terminus of the Portage Road there was once a post office named Aros, serving the Highland Scotch settlers along the Northwest Bay. The office was in the right-hand front room of the old Vansittart log mansion. The postmaster was a Charles McInnis, who had succeeded in having the little post office named after his Scottish birthplace. The mail was brought in from Kirkfield once or twice a week. This service was discontinued in 1872, when the Toronto and Nipissing Railway was built and a post office was established at Victoria Road Station.

Where the Sea Gulls Nested

The village of Coboconk, present population 506, dates from 1851, when the first sawmill north of Cameron Lake was built here. The name is a contraction of the Indian "Quash-qua-be-conk," meaning "where the gulls nest." It is interesting to note that the "Gull River" flows through the village and that its largest expansion, twenty miles farther north, is known as "Gull Lake." The common herring gulls are still quite plentiful near this lake.

Coboconk developed in an era of lumbering. In the fifties, sixties and seventies, enormous quantities of pine were taken out. The prevailing occupation around Balsam Lake was the preparation of squared timber for the Quebec trade. At first, large square punts, rowed with sweeps, were used for "kedging" timber rafts across the lakes; later alligator tugs came into general use.

Game fish were remarkably abundant. In the spring of 1886 over five thousand maskalunge were speared at Coboconk during the running season. One man alone disposed of fifty on the 24th of May. This wanton wholesale killing has left a much scantier harvest for the conscientious sportsman of today.

Even as Kingston, Ontario, has been nicknamed "the Limestone City," so Coboconk deserves to be called "the Limestone Village," for the very hard Ordovician limestones that here run for several miles in a low cuesta on the Somerville side of the Gull River have been the foundation of a long series of lime industries. The most

recent of these have been Cobo Minerals Ltd. (which has found the local stone ideal for use in processing uranium), Robert and Charles Callan, the Canada Lime Company, the Toronto Brick Company, Charles Christie, Hugh Cameron and the Cobo Lime Company. Cobo Minerals alone produces 1,000 tons of crushed stone a day and 100 tons of lime.

Of a long series of lumber companies that flourished beside the millpond, above the dam, the present-day great-grandchild is the Quality Plywood and Veneer Co. Ltd., which opened a new plant in June 1958. The proprietors are Bertram Salamon and Frank Skerlic. They employ 50 men and use annually a quarter-million dollars worth of logs. The village also has a grist mill, one hotel (the Jackson House), four churches and several stores. For anglers, it was long famous for its roadside sale of juicy dew-worms.

In May 1965, after several years of planning and a high-pressure campaign for funds by Bexley Township and the Lions Club, a $59,000 Community Hall was opened, with Glen Hodgson, MPP, officiating. It is a 40 foot by 80 foot structure, built off High Street just west of Highway 35. The lower floor is a multiple purpose auditorium, with good stage facilities, while the upper floor has a kitchen and the Bexley Township offices. The contractors were Gray and Banks Construction Ltd. In December 1965, Stewart Liscombe of Fenelon Falls was awarded a $30,455 contract for the construction of a new post office at Coboconk, a 31 foot by 37 foot structure on Albert Street. It was to have a brick exterior, with plywood on the interior walls.

"The City of Peace"

Victoria Road is a village that has sprung up around a station established in 1872 by the T. and N. Railway at the point where it crossed the Victoria Colonization Road. It was long known as "The Road" and as "The City of Peace." The village is not incorporated, and as it lies partly in Eldon, partly in Carden, and partly in Bexley, each of these townships levies taxes on those villagers who live within its borders.

In 1879, seven years after founding, Victoria Road comprised the following business establishments: the general stores of Staples and Shields and of H. Wilson; Alfred Taylor's grocery store; Heaphy's grocery store, which included the post office; William Boden's smithy and wagon shop; G. L. Callis's smithy; Fee's livery; Midgeley's tin shop; and William Taylor's tailor shop. The chief

industries were Thomas Thompson's three-storey grist mill, built in 1876, and containing three run of stones, and a sawmill owned by Dr. McTaggart. There were three hotels: the Commercial Hotel, run by Patrick Fox, the Victoria Hotel, run by a Mr. Wismer, and a temperance house, managed by Mr. Shields. Two red brick churches housed Roman Catholic and Presbyterian congregations respectively. The former was under the care of Father Fitzpatrick and the latter led by the Rev. D. D. McLennan.

At the present day the population of Victoria Road is 125. It has no outstanding industries, but serves the surrounding country with its general stores, bakery, butcher shop, hotel, doctor, undertaker and clergyman. Peat fuel has in times past been prepared commercially in bogs not far from the village.

"Hell's Half Acre"

Corson's Siding is a small railway village about six miles north-east of Victoria Road. At one time the Toronto distillers, Gooderham and Wort, owned a large timber limit adjacent to the Siding. This timber they shipped to Toronto as cordwood. A lake captain named Corson, after whom the village is named, was sent up to take charge of their interests. For the winter's cut of cordwood he would import a gang of lake sailors from Toronto. The latter would bring with them an abundance of whiskey and an auxiliary corps of prostitutes, and the limits were so aflame with drunkenness and hot uncleanness that the Siding was known throughout the north country as "Hell's half acre." The timber was all cleared out by 1890; the scandalous visitors ceased to come; and the slashed limits were sold as ranch-land. Gooderham and Wort had also operated lime kilns at Corson's Siding. These were carried on for a few years longer and were then sold.

Raven Lake used to be a railway station beside the body of water so named. Bexley was long a rural post office on Lot 9, Concession III, serving the "Peel Settlement" area.

Bexley township has developed very slowly, owing to the poverty of its soil. In 1871 its population was 489, and less than four square miles were under cultivation. In recent years ranching has begun to take the place of farming throughout much of the township.

(B) Features of Somerville Township

The naming of Somerville township has been referred to Sir W.

Somerville, Chief Secretary for Ireland in 1846, and also, with more probable accuracy, to Julia Somerville, the wife of Sir Francis Bond Head.

On south, east, and north, Somerville is bounded by the rectangular limits of Fenelon township, Galway township (Peterborough county), and Lutterworth township, (Haliburton county). On the west it terminates on the irregular shores of the Gull River, the "Mud Turtle" lakes, and Balsam Lake. The township is crossed by three river systems and their valleys:—The Gull River on the west, Corben Creek and its expansion into Four-mile Lake, and Burnt River. The northeastern one-third and the northwest corner of Somerville are within the granite region. The remainder of the township is a drift-strewn limestone plateau separated from the granite area by an abrupt escarpment. This escarpment follows down the river valleys for some distance where they first enter the limestone country. The soils in the north on both limestone and granite are thin and sterile. They are deeper in the south but even there farming is precarious apart from the broad river valleys.

Somerville was surveyed in the thirties, about the same time as Bexley. As in that township, the land bordering on Balsam Lake and the Gull River system was platted off into a range of deep, narrow lots fronting on the water. The rest of the township was divided into fourteen ordinary concessions, numbered from south to north. The Bobcaygeon Road, a colonization highway begun in 1857, passed up the eastern boundary on its long run north into Muskoka. The Monck Road, built east from Orillia in the early days, crosses Somerville along the 13th concession line.

A Second Generation of Pioneers

The inhospitable aspect of the township repelled all settlement for a time, but with the growth of lumbering and the clearing away of the forests in the early sixties, a number of permanent residents, chiefly farmer descendants of pioneers in the Lake Ontario counties, began to drift in. Amongst these settlers occur the names of Badgerow, Butler, Cavanagh, Cookman, Crabbe, Ead, Earl, Fell, Hannah, Hunt, Lyle, Mason, McKay, McMahon, Powers, Taggart, Watson and Workman.

Somerville's Villages

Kinmount is a village in the precipitous valley of the Burnt River in

the northeast corner of the township. It exists because it was an eligible mill site at the junction of the Bobcaygeon and Monck roads. These advantages were later confirmed by the entry of the Victoria Railway in 1876. The first mill was built by John Hunter about 1861. For many years there were several mills along the river within two miles of the village. William Cluxton, Wilson and Stephenson, Mansfield and O'Leary, and W. Caldwell were among the millers prior to 1886.

Perhaps the most exciting incident in Kinmount's history was the disastrous fire which destroyed almost the whole village on the evening of Friday, September 26, 1890. While most of the villagers and many outsiders had gathered in the Baptist church to hear Joe Hess lecture on temperance, the fire broke out in William Dunbar's stable and was soon beyond control. An appeal for help was sent by telegraph to the Lindsay fire brigade, but though the men were rushed out in fifty minutes by the Grand Trunk Railway they were too late to save the village. Among the buildings lost by this conflagration were the following: The Victoria Hotel, Wm. Dunbar, proprietor; James Watson and Son's general store; Swanton, Brandon, and Company's general store; A. Hopkins' general store; Mrs. Jewett's dry goods store; Charles Wellstood's shoe store; Alex Moore's jewellery store; Richard Brown's confectionery shop; Curry and Johnson's drug store; M. May's smithy; S. Henry's smithy and home; and the Orange Hall. The chief survivals from the fire were Bowie's brick hotel, Getchell's livery, Dundas, Sadler and Company's flour and feed depot, and Robert Bryan's sawmill.

A disaster of a different sort came on May 24, 1928, when the Burnt River flooded the village. A pile-up of logs, pulpwood and slabs blocked the spring freshets at Austin's Mills and the water flooded the village stores to a depth of up to two feet. Guests at the local hotel were conveyed to the CNR station by canoe. In 1965, the village had three general stores, a harness shop, a hotel and a fancy goods store.

Burnt River is a village of 121 people on the railway about ten miles south of Kinmount. It has a stone quarry, two stores, and a smithy.

Rosedale is a summer resort on the Balsam River at its outlet from Balsam Lake. Its winter population is 126 but in summer an increasing number of cottagers rusticate here.

Fell's Station and Bury Green are parts of the old "Fell Settlement" established near the Fenelon boundary by John Fell and other Irish Protestants from Cavan township, Durham county.

Drilling for petroleum is being carried on in this vicinity at the present time but the promoters apparently do not realize that most of the geological prerequisites for successful oil production are lacking. Baddow, or "Ead's Settlement," which lies a few miles to the west across the Burnt River Valley, was first colonized by Joseph Ead of Scarborough, William Cookman of Cavan, William Mason of Otonabee, and Isaac Watson of Whitby. A Baptist church was established here in 1865. Baddow has neither stores nor industries. Dongola is a former rural post office on the Monck Road northeast of Shadow Lake.

Most of Somerville township is utterly unsuited for farming and areas eminently suitable for forest culture have been recklessly slashed and wastefully burnt over. A survey of the township in 1911 showed that 61.7 per cent of its area was covered by old burn, and that there was practically no forest anywhere containing sawlogs. Much of the waste land and slash land is fenced in as pasture, but reforestation would probably bring far greater remuneration in the end. As is noted in Chapter V, a substantial part of the systematically planted "Victoria County Forest" has been set out on the sandy plains of the lower Burnt River valley in 1928-66 and another ninety years will see towering stands of pine and spruce as a legacy from wise governments in the 20th century.

Even yet Somerville is the most populous of the northern townships. The census of 1961 accorded it a total of 1,203.

(*C*) *Outline of Laxton Township*

Laxton township is the namesake of a village in Northamptonshire, England.

It is a small municipality, only five miles from north to south and about nine from east to west. It is bounded by Bexley on the south, Carden on the west, Digby on the north, and the Gull River and Shadow Lake on the east. Most of its area lies within the battered outposts of the limestone country but there is a broad invasion of granite towards the northeast. Its chief waters are Deer Lake in the south, Duck Lake in the southwest, and Head Lake on the Digby boundary.

The earliest settler in Laxton was a Frenchman, Augustine Angiers, who located on the west shore of Shadow Lake in the early sixties. Other pioneer families were the Courtemanches, Corbetts, Foleys, Potters, Russels, Ryans, and Staples.

Norland is Laxton's only village. It is situated at a fall in the

Gull River about a mile above Shadow Lake. The population in 1961 was 257. The business roster includes a sawmill, owned by S. Bryant, three general stores, and a smithy. At Elliott's Falls, a mile and a half farther up the river, electricity is generated by the Hydro-Electric Power Commission.

On June 15, 1955, a Norland Library was opened by Premier L. M. Frost, of Lindsay. Its success was so marked that ten years later, to the day, an open house was held for the completion of a 20-foot addition to the building. A plaque was then unveiled in honour of Arthur Adair, a local resident who had been prominent in early library development.

Early settlers at Norland were the Adairs, Pearsons, LeCraws and McLauchlins, the latter being the first mill owners in 1857-58. The Lecraws were a French Huguenot family from the Channel Island of Guernsey, but the paternal strain has been almost completely submerged in a number of subsequent Highland Scotch marriages.

School consolidation is now complete in this area. All children from Laxton, Digby, Longford and that part of Somerville adjoining Norland come in to a four-room school at Norland. The municipality has had an Area School Board since 1942. The Uphill school was closed at that time, followed by Beech Lake, and finally by Digby in September 1965. The total school enrolment is 127, as compared with 279 in 1880.

Laxton, Digby and Longford are united for municipal and censual purposes. The census of 1961 reported 593 for the combined townships. The majority of these people are in Laxton, for Digby's population is less than one hundred and Longford is uninhabited.

Official statistics show that 64,164 acres of non-agricultural land are available for reforestation in these three townships.

(*D*) *The Tamarack Plains of Carden*

Carden and Digby townships are named after two English captains whose heroic exertions were largely responsible for the successful embarkation of Sir John Moore's army at Corunna in the Peninsular War. Sir John Colborne, Lieutenant-Governor of Upper Canada from 1830 to 1836, had been one of the other officers there and it is supposed that the two townships were named at his suggestion.

Carden is a rectangular municipality, ten concessions from west to east and twenty-five lots from north to south. It touches Eldon on the south, Bexley and Laxton on the east, Dalton on the north,

and Mara, in Ontario County, on the west. It lies near the edge of the granite country and therefore has thin soil and frequent outcroppings of limestone. A large area in the centre of the township consists of tamarack and balsam plains, unbroken by any road or trail. The assessor in 1911 classified 38,256 acres as swamp, marsh, or waste land. Two shallow lakes, Upper Dalrymple Lake and Lower Dalrymple Lake, lie in the northwest corner of Carden.

The chief settlements have been in the northwest and southeast corners of the township. The Connors, Dexters, Gillespies, Murtaghs, Quigleys, and Richmonds were among the earliest pioneers. Irish Roman Catholics are the dominant element in the population. The 1961 census gives Carden a total of 329 persons.

Rohallion in the south, Horncastle in the east, Carden in the north, and Dalrymple in the west have been rural post offices.

Burke's in Carden

(*E*) *Lakes in the Digby Granite*

Digby is bounded by Laxton on the south, Lutterworth (in Haliburton County) on the east, Longford on the north, and Dalton on the west. It is almost entirely in the granite region and is very rough and rugged. As is usual in the Laurentian rock country, lakes are very numerous. There are eighteen lakes in Digby alone and forty in Longford, as compared with nine in all South Victoria. The most important of the Digby lakes are Victoria in the northeast, Smudge in the centre, Fishog in the southeast, and Head, on the Laxton boundary.

The only arable land is in the southeast and southwest corners. The pioneers here were the Foleys, McFadyens, and Powers. The population today totals less than one hundred.

Digby has produced some of the finest pine in the country but was already stripped bare eighty years ago.

(*F*) *The Huckleberry Plains of Dalton*

Dalton township is named after Dr. John Dalton (1766-1844), a famous English scientist who did much to establish the atomic theory of the constitution of matter.

Dalton's municipal neighbors are Carden on the south, Digby on the east, Ryde (in Muskoka District) on the north, and Rama (in Ontario County) on the west.

It is almost entirely made up of glaciated granite. Three streams, the Black River in the north, Cranberry River in the

centre, and Head River in the south, flow across it from east to west. At least two-thirds of the township consists of huckleberry plains. Its scanty apportionment of arable soil lies chiefly near the Head River and the southern boundary, though small streaks of farming land may be found along the valleys of the other rivers. The Gardiners, Montgomerys, and Thompsons were amongst the earliest settlers.

Scotch and Irish Presbyterians dominate the present day population. The latest census total is 204.

Uphill is a village of half a hundred people near the south end of the Digby boundary. It was long made famous by its tavern-keeper, John Calhoun of the North Star Hotel. Dartmoor in the south, Sadowa in the west, and Ragged Rapids in the northeast have been rural post offices. Sebright is a village of about fourscore inhabitants scattered on both sides of the Rama-Dalton boundary where the Monck Road crosses it between the first and second concessions of Dalton.

It has been estimated that Dalton has 25,000 acres of non-agricultural lands that are well adapted for reforestation.

One of the most picturesque figures in the municipal history of the township is Joseph Thompson, who was reeve for a quarter of a century. Thompson was a great hunter and many legends have been handed down concerning his prowess in the wilderness.

(G) *The Wilderness of Longford*

Longford township derives its name from a county in Leinster, Ireland.

It is the most northerly of all the townships in Victoria, being adjacent to Oakley (in Muskoka) on the north, to Anson (in Haliburton) on the east, to Digby on the south, and to Ryde (in Muskoka) on the west.

Longford is wholly within the granite area and is dotted with some forty small lakes—Andrews, Anson, Big Duck, Crotchet, Logan, Murphy, Sickle, Thrasher and the like—all of which are drained to the southwest by the Black River system. The township was first surveyed into lots and concessions in 1862 as part of Haliburton County. It was bought in 1865 by the Canada Land and Emigration Company at 50 cents an acre. In 1866-67 all of the pine in Longford was auctioned to Thompson and Dodge, of Longford Mills, for $20,000. All of the primeval pine was stripped off and driven down the Black River to their mills beside Lake Couchich-

ing. As of January 1, 1867, Longford was attached to Laxton and Digby, as part of Victoria County. In 1871 the township was sold outright to Thompson and Dodge for $12,000. After passing through the hands of several companies, all headed by William Thompson, of Orillia, it was finally sold in 1928 to "Longford Reserve Limited," a corporation of sportsmen and cottagers, whose office address since 1933 has been in Cleveland, Ohio. There has been some talk of the township being bought by the Province in years to come, to serve as a provincial park.

Chapter V

ECONOMICS OF NORTH VICTORIA

The block of territory formed by the seven northern townships is thus seen to be a rugged tract of glaciated rock. The southern two-fifths is made up of Paleozoic limestones of the Black River series, pitilessly scraped and scoured by the Ice Age and even yet lacking more than a thin mantle of soil, except in stream valleys. The remaining three-fifths of North Victoria lies within the vast granite region that is known as the "Laurentian peneplain," a low, tableland of primeval rock on which ice-rivers have etched countless depressions and left innumerable rounded hills and ridges. On this area Dr. A. P. Coleman, the venerable Professor of Geology in the University of Toronto, rendered the following verdict:—"The combination of kames (hills of sand, gravel, and boulders) with pure sand deposits, through which rise hills of the harder Archaean rocks, makes a region entirely unsuited for agriculture and useful only for forest growth. The result of glacial action north of the Paleozoic rocks has been the formation of poor soils deficient in lime and often in clayey constituents."

A *Soil Survey of Victoria County*, prepared by J. E. Gillespie and N. R. Richards and published in 1957 by the Ontario and Federal Departments of Agriculture, makes the details of this verdict still more specific, basing them on the physical and chemical characteristics of the soil. Most of the seven northern townships are listed as rock land or as Wendigo sand, Wauseon sandy loam, Cramahe gravel, Farmington loam, Dummer loam and muck, and are described as "non-agricultural except for pasture." Typical of

the area are the podzol ("ash-grey") acid soils, with sand overlaid by a very thin humus layer of pine needles and twigs.

Not a Mining Country

The forms of activity in which the people of North Victoria have sought to engage are three: mining, farming and lumbering. It will be instructive to take these industries one at a time and consider their past and their prospective development.

Mining enterprises have always colored the dreams of the settlers, but the dreams have never endured in daylight. Laxton township once had its gold rush and the ruins of an abandoned mine may still be seen on the west shore of Shadow Lake, not far from Norland. Mineral rod men and amateur assayers also vouched for gold on Lot 1, Concession XI, Somerville township, adjacent to the Bobcaygeon road and four miles south of Kinmount. Still another gold strike was reported from Lot 25, Concession XII, Dalton township, along the Black River, about six miles below Ragged Rapids. Silver, nickel, iron, and copper were likewise objects of a faith which, among many backwoodsmen, remains unshaken to this day.

For critical outsiders, however, all debate was permanently set at rest by a survey made in 1892 by the Federal Department of Mines. Iron pyrite was found in great abundance but there was not even a trace of gold. Silver and copper were also utterly lacking. Iron ore, occurring in granite veins, was found in hundreds of places, especially in Digby and Dalton townships. The heaviest deposits were near Smudge Lake, in Digby. In no case, however, were the findings sufficient to be of economic value. The presence of nickel in Somerville had already been recognized and the abundance of pyrrhotite, its customary concomitant in the great Sudbury deposits, had led to frequent comparisons of the two areas. A careful examination of Somerville, however, showed that no parallel existed. The ores at Sudbury had occurred in great diorite intrusions near their contact with granite or with the stratified rocks of the district, which were of Huronian age, while those in Somerville occurred as impregnations in bands of gneiss belonging to the Grenville series. The two sets of deposits were thus quite different in mode of occurrence and probably in age and what had been proved to be true of the former could not be taken for granted in the latter. Careful assays from every known deposit in the township confirmed this conclusion. Nickel was present but in such minute

quantities as to be of no economic value. The most promising discovery of the whole survey was a small vein of pure molybdenite in Digby on Lot 16, Concession VII, four miles north of Head Lake. The somewhat rare mineral allanite was located on Lot 25, Concession XII, Dalton township. In neither case, however, was commercial development warrantable.

The overwhelming conclusion to be drawn from the report of the official survey is that little mineral development may ever be looked for in North Victoria.

Farming a Precarious Calling

The status of farming in the granite area may be inferred from Professor Coleman's report on its soil. In the limestone area conditions are slightly better, for the chemical composition of the soil is more favorable, but there is seldom sufficient depth for crops except in the flood-plains and terraces of the valleys of the Burnt River, Corben Creek, Gull River, Talbot River, and Head River. These more propitious sections are, however, very limited.

Most of those who took up land in North Victoria were attracted by its forest resources more than by its agricultural possibilities; and all depended on the forest for such temporary prosperity as was theirs. Fully seventy-five per cent of the lots were patented when the patentee had the right to all timber including pine. The potential wealth of this timber was considerable but when this disappeared the settler had to fall back on farming on poor land. Even then, so long as lumbering thrived in nearby areas and provided a home market for farm produce, the backwoods agriculturalist could raise enough potatoes, oats, hay and meat to make a living. The final extinction of local lumbering spelt failure for many farmers. A region of non-agricultural soils was called on to compete, unaided, in more distant markets for farm products, and much of the area could scarcely raise enough to keep its inhabitants alive.

The results have been a slow tragedy. Many of the younger and more enterprising men moved out. Many others would have followed, but could not, because of poverty. Even today the movement goes on and in 1920 a general migration from the Kinmount section to Kapuskasing, in New Ontario, was planned. The population statistics for the past seventy-five years are as follows:

Township	*1886*	*1898*	*1901*	*1920*	*1961*
Somerville	1359	1873	1885	1499	1203
Bexley	795	798	871	637	661
Laxton, Digby and Longford	769	800	733	463	593
Carden	646	731	690	488	329
Dalton	468	495	512	382	204
Totals	4037	4697	4691	3469	2990

It will be noted that while South Victoria reached its maximum population in the early eighties, North Victoria, being settled much later, did not attain its peak until about fifteen years later. Since then it has declined rapidly. The loss since 1901 has been 1701, or more than one-third of its population. It should be noted that Bexley has increased slightly since 1920 while Laxton-Digby-Longford has grown by a solid 28 per cent, both probably nourished by tourism. In Somerville, Carden and Dalton, however, the shrinkage has run to 20 per cent, 32 per cent and 47 per cent respectively. Further, while in South Victoria the decrease has meant a reduction not in the number of farms so much as in the number of people occupying them, in North Victoria farms have been completely abandoned, often without finding any purchaser.

The condition, too, of those who have remained is often pitiable. There are, of course, occasional good farms along the valleys in the front ranges, but in some of the remoter sections the pressure of stark want is tending to crack the communal pattern. The fault in these matters does not lie with the people but with the conditions under which they attempt to secure a livelihood. The original settlers were an energetic, hard-working, resourceful people, sprung from the finest pioneer stock in the older counties of Ontario. But in many cases they now face an impossible proposition. The amount of energy expended in trying to make a living in this area has been enormous, and if applied under half-tolerable conditions would have shamed by its achievements the self-satisfied prosperity of more favored regions. The modern urban dweller with his shortened hours and extended relaxations cannot imagine the dreary hopelessness of trying to wring agricultural returns from soil that is good only for forest. Significant of the low property value of the region are the following 1964 assessment figures for farm property and summer cottage property:

Township	*Farms*	*Farm Assessment*	*Value per farm*	*Summer Cottages*
Bexley	60	$201,195	$3,353	$1,032,953
Carden	60	233,665	3,894	494,452
Dalton	45	105,692	2,348	60,145
Laxton-Digby-Longford	50	203,065	4,061	556,995
Somerville	125	451,723	3,614	1,379,746
Totals	340	$1,195,340	$3,221	$3,524,291

At the present time, dairying is the chief farm industry. In the granite region the only crops are hay and oats and there is a struggle for each farmer to get enough of these for his own use. As the number of cattle that a man can winter is controlled by his summer crop and as a dry season means poor crops on the shallow, sandy soil, natural meadows and marshes are sought out and all available marsh hay harvested. Rough grazing land is fairly plentiful and is a distinct aid to dairying and ranching. Many farmers in South Victoria now pasture their herds each summer on abandoned farms in North Victoria and bring them home to winter on ensilage, a system which permits more intensive and profitable farming in the south. The dairying industry now supports two creameries, that of J.A. Austin and Son in Kinmount and that of J.A. Ham in Coboconk. Improved methods of farming, such as more deliberate manuring of land and rotation of crops, would doubtless better many parts of North Victoria, but by far the greater portion of the region is utterly unsuited for agriculture.

An Era of Lumbering Now Past

Lumbering was the supreme industry of earlier times but is now moribund through the sheer blind improvidence of those who took part in it. The record of carelessness and wanton destructiveness left by many who made their fortunes in North Victoria years ago is a reproach to our race that will be hard to remove. It can, however, be palliated by an intelligent administration of the ravaged wilderness that has been left to our generation.

In 1850 all of North Victoria was covered with primeval forest. Of this original sylva, fully two-thirds was magnificent white pine and the other one-third pure hardwood, chiefly maple and beech. From 1850 to 1880 the forest was slashed away in reckless fashion. The coniferous areas especially were cut practically clean in the process of lumbering, although only the largest and choicest trees

were utilized. The commercial output, even down through the seventies, ran into tens of millions of feet in sawlogs and unrecorded harvests of square timber, yet the potential value destroyed in the younger trees was probably far greater. On the most glaringly nonagricultural soils no thought was ever given to a future forest crop; no saplings were left to replenish the region; and fires, kindled by carelessness or ignorance, swept away even the seedlings that might have redeemed the slaughter.

Illuminating figures for Somerville township were on record in 1921 in a survey report made by the Commission on Conservation. Only 27.3% of the township consisted of cleared farm land; 61.9% was burnt-over land; and a scant 10.8% was forested. Of this latter fraction, about one-ninth, or 1.3% of the whole area, was coniferous forest, (cedar, balsam, swamp spruce, and tamarack), and the other 9.5% was hardwood and mixed forest. All of this wooded remnant had been pitilessly culled over and little of real value was left. No forest containing sawlogs remained.

For this northern region as a whole the Commission reported that the white pine had been all but annihilated and the other trees of the area more or less severely culled; and that the pineries had been burnt over at least once and in most places several times. Nearly two-thirds of the pine grounds had been burnt over two or three times and were beyond natural recuperation. The fire not only consumed what scanty young growth had been left after lumbering. Where the soil was thin, especially along the rock ridges, it destroyed the humus entirely. It also burnt up all seeds of the white pine, and, as fortuitous reseeding from adjacent pineries was limited to the distance that cones could fall and roll, almost all natural reforestation had been established by the wind-blown seed-catkins of poplars and birches. As a result, 57.3% of the present forested area was now poplar and another 33% hardwoods.

"The Victoria County Forest"

A definite policy of reforestation was clearly the part of wisdom. Mining had no future and agriculture a precarious outlook in North Victoria. In seven townships there were tracts comprising more than two hundred square miles which had been classed as waste land, available for reforestation. Much of this land would be replanted by natural means, but with trees of inferior value. All areas, however, stood in constant danger of fire, and unless the administration of such tracts was taken over on a large scale, pref-

erably under municipal management, no adequate fire protection could be hoped for.

A serious interest in tree-planting began to appear in June 1925, when the County Council authorized the payment of a bonus of fifty cents for every tree planted along highways and boundary lines under the direction of the County Road Superintendent. In January 1926, a delegation from the Ontario Department of Lands and Forests asked the County Council to begin a county program of reforestation. If the County would buy 1,000 acres of suitable land, the Department would furnish trees and would plant them. In 1928, the "Victoria County Forest" began officially with a 30-year reforestation agreement between the County and the Department of Lands and Forests, based on a Tree Act of 1911. As a starter, 205 acres were bought in Emily Township at $9.75 an acre and 130 acres in Somerville at $2.31 an acre. The Crown management was to include the reforestation of bare lands, protection from fire, insects and disease, and thinning and pruning in natural woods in order to improve the growth and quality of established stands. The agreement expired in 1958 and was renewed for a second 30 years. By the end of 1965, the "Victoria County Forest" had increased to 10,198 acres and well over two million young trees had been set out. Seedlings come in from Orono. Red pine is the commonest variety, with white pine and white spruce as popular alternatives. Experiments with Scotch pine, jack pine and Carolina poplar have met with only limited success. Planting is done by hand along with a tractor-drawn planting machine that enables three men to plant 8,000 trees a day.

The headquarters of the County Forest is in Somerville Township, two miles north of Burnt River. The buildings include a remodelled farmhouse, a garage, a shed and a warehouse. A caretaker and an assistant are on year-round duty and casual labour is hired locally as the need arises. Sometimes as many as 40 men are employed on short-term work. Thanks to the reforestation scheme, erosion is being controlled, the water level improved, and waste land returned to productive use. Large areas of cleared and partly cleared land, suitable only for forest, are still available; and it is clear that the County Council regards its forest-planting program as far from finished. The red pine stands will take eighty years to mature to marketable size. In the meantime, current enterprises are the proposed growing of balsam by farmers on the back five acres as a regular Christmas-tree crop and the scientific cutting of natural woodlots on a perpetual basis. In 1965 it was estimated that

13,000,000 board feet of lumber in sawlog form was being cut annually in this area on Crown lands. Rationalized on a selective basis, such harvesting could proceed indefinitely.

A Resort for Recreation

Quite apart from the economic values of the timber trade, the steady rehabilitation of Victoria County's woodland resources will make an incalculable contribution to the region's wild life and to the interest and variety of summer tourist activities. This has already developed to proportions undreamed of fifty years ago. In most of the northern townships, the city tourists, with their summer cottages, far outnumber the year-round citizens of the region and pay the township treasurers up to two-thirds of the property taxes. A few figures are revealing: In Carden there are 886 summer cottage owners and only 204 resident voters; in Bexley there are 679 cottagers and 207 resident voters; and in Laxton-cum-Digby there are 811 non-residents and 304 full-time citizens. In the township of Longford there are no permanent citizens at all, apart from a private caretaker and watchman staff. The whole township has since 1928 been a private game and holiday preserve, "Longford Reserve Limited," owned and operated by an American corporation with its headquarters in Cleveland, Ohio. Trespassers are met and warned that the property is not open to the public.

For the county as a whole, the establishment of commercial tourist facilities has been phenomenal. During the eight years 1957-1964 the following new accommodation was built within Victoria County's boundaries: Cabins 109 (1,849 units), cottages 980 (6,880 units), motels 81 (1,166 units), lodges 362 (4,289 units), tourist homes 24 (361 units), trailer and camp sites (1,275 places), total 1,588 establishments with accommodation for 15,820. The accumulated accommodation from earlier years is of course far greater still. A sample of the new resorts being opened up is the 66.6 acre Victoria County Park inaugurated in 1961 on the Trent Waterway on the 4th Concession of Carden, not far from Bolsover. A splendid beach is only one of its many attractions.

Chapter VI

THE TOWN OF LINDSAY

The present town of Lindsay is built on both sides of the Scugog River about half way between its source in Scugog Lake and its debouchure into Sturgeon Lake. Beneath the townsite lies an ancient preglacial rock valley carved out of the limestones of the Trenton era. The mantle of sand and clay that the glacial epoch cast across the valley is thickest just at Lindsay, and the river has therefore, in this vicinity, steep banks, where the channel has been cut down through these morainic deposits. In conjunction with these steep banks, there was originally a series of gentle rapids extending down most of the westward bend of the Scugog that lies in the heart of the town. The total fall was about three feet. A Mississauga camp site was located near by, known as "Onigahning" (i.e., "The Portage").

In 1821, a paper township of Ops was attached to the Newcastle District by the Assembly of Upper Canada. In 1824-25, Colonel Duncan McDonnell, of Greenfield, Glengarry county, assisted by Patrick Lee and Daniel Shanahan, surveyed the township. Lots 20 and 21, Concession V, were reserved as a townsite.

In 1825, the first settler, Patrick Connell, settled on Lot 7, Concession IV. Others, the Bradys, Pynes, Hydes, Twoheys, Murphys, and Hoeys, joined him along the valley of the Scugog. Lot 16 in Concession V, just south of the present Riverside Cemetery, was granted by the government to the Rev. Father Crowley, the sole Roman Catholic priest of Central Ontario, in order that he might assist in the settlement of this township. In the late twenties, the

priest had a house built on it at the water's edge. This was not for his own residence (since he had his headquarters in Peterborough and practically lived on horseback) but for the storage of settlers' effects. The spot was known as "The Priest's Landing." A trail called "the middle line," which ran from Cobourg through Peterborough and Omemee, ended at the "Landing," and from here on the settlers who had entered by this route proceeded by canoe. An early pioneer has declared that the scenery along the Scugog was exceedingly beautiful. The bright ribbon of water wound to and fro through a majestic forest that towered high above it. No human devastation had disfigured that quiet avenue among the primeval pines. The ugliness of waste and destruction and decay had not yet blighted it. Even the lowest banks were soft with beaver meadows, and wild rose blossoms rioted at the water's edge.

The Millers of the Scugog

The virtual founders of Lindsay were three Americans, William Purdy and his two sons, Jesse and Hazard. About 1827, the government entered into a contract with the Purdys. They were to put up a ten-foot dam on the Scugog River at Lindsay and build a sawmill in 1828 and a grist mill in 1829. If the work were accomplished within the time-limit, the government was to deed them 400 acres, comprising Lots 20 and 21, Concession VI, or that part of modern Lindsay which lies between Colborne Street, Lindsay Street, Durham Street, and the eastern boundary, and to pay them a bonus of six hundred dollars.

They began work in the winter of 1827-8, bringing all supplies from the head of Scugog Lake, on the ice in the winter time and by log canoes in spring and summer. The dam was located at the foot of what is now Georgian Street, for here the banks were highest and a wing dam through the woods therefore unnecessary. The river at this point was about thirty feet wide and eighteen inches deep. By September 1828 the dam was finished, and a sawmill 20 feet by 45 feet ready for operation. Many guesses were made as to how long it would take for the millpond to fill up. The most ambitious conjecture was twenty-four hours. It was not, however, until the following April, seven months later, that the water finally reached the top of the dam. No one seems to have realized that a ten-foot dam built at the head of the rapids at Lindsay would actually raise the level of Scugog Lake by several feet.

The pressure during the spring freshet of 1829 was too much for

the dam. The centre timbers shifted on the rock bottom of the river; the dam broke; and everything was swept away. The Purdys then wrote to the government at York and secured a time extension of one year. By April 1830, the dam was repaired and the sawmill running at last.

Then a grist mill, thirty feet by forty, and three and a half storeys high was built. As the time allowance was now running out rapidly, a single run of stones was put in and the mill started. The first flour ground was for Mrs. Dennis Twohey's wake. There was no bolt for some time, so the early flour was dark, though wholesome. The miller's toll was set at one-twelfth of the grist. Patronage was brisk, and it is recorded that women brought grain on their backs from their homes in Eldon, fifteen miles away. One girl of sixteen carried a bushel that distance. Customers had to wait their turn and it sometimes took two or three days for a man to get his grist. In the meantime he camped on the river bank or slept at night before a great fireplace in the mill. If food ran short, flapjacks were made from new grist.

The Survey of the Townsite

In the original survey of Ops by Colonel McDonnell in 1825, Lots 20 and 21 in the 5th concession had been reserved as a townsite. In 1834, John Houston of Cavan came in with a small party to plot out this site into streets and lots.

One of Houston's assistants, a man named Lindsay, was accidentally wounded in the leg by a gun-shot; infection set in; and he died. Lindsay was buried on the river-bank on or about the site of the present Legion club-house. The circumstance of his death led to the townsite being called "Lindsay" on the surveyor's plans submitted to and approved by the government.

The original area surveyed at this time consisted of that portion of modern Lindsay bounded by Lindsay, Colborne, Angeline, and Durham streets, a parcel of 400 acres or one-ninth of the present town. The east half of the site was surveyed into 345 half-acre building lots and the west half into 30 park lots of about five acres each. Two main streets, the modern Kent Street and Victoria Avenue, each 100 feet in width, bisected the town from east to west and from north to south respectively. On the four corners of the intersection of these two streets a market square of six acres, known as "Queen's Square" and extending half a block in depth to north and south of Kent Street between Cambridge and Sussex Streets,

was reserved. Victoria Avenue was, of course, named after the heiress-apparent to the throne and Kent Street after her father, the Duke of Kent. All the other streets were laid out 66 feet in width. Those running north and south were chiefly named after Victoria's uncles: the duke of York, King William IV, the duke of Cambridge, the duke of Sussex, and Prince Alfred (a street later renamed Angeline). Albert Street was named after the Prince Consort and Adelaide Street after Victoria's aunt, the wife of William IV. Streets running east and west were named, on the other hand, after English statesmen and governors of Canada: the Earl of Durham, Lord Melbourne (British premier, 1833), Baron Glenelg (Colonial Secretary, 1835-39), Lord John Russell (another colonial secretary, author of the Act of Union), Sir Robert Peel (British premier, 1834), the Duke of Wellington (British premier, 1828-30), Sir Francis Bond Head, and Sir John Colborne. None of these streets except Durham and Colborne ran farther west than Albert Street, though an irregular corduroy road ran southwest towards Port Perry from the corner of Bond and Albert.

Such was the original plan of Lindsay as mapped out by Houston, the surveyor. Several years passed, however, before any attempt was made to chop out even one of the streets surveyed in 1834 through the almost impenetrable forest and swamp that stood on the townsite.

Purdy's Mills in the Thirties

Meanwhile a small village, known as "Purdy's Mills" or as "Portage Village," was growing up, chiefly on the Purdy estate to the east of Lindsay Street. Jeremiah Britton, together with his sons Charles and Wellington, came from Port Hope in the winter of 1834-35 and bought from Purdy for $100 an acre of land at what is now the foot of Kent Street. Here, on the present Academy of Music corner, he built a log shack and opened a tavern. It is said that a notice was posted up over the bar reading "Keep sober or keep away!" Small stores were opened on the mill property by a Thomas Sowden from Cavan and a Major Thomas Murphy. A Mr. Fulford also began a little carding mill on the Purdy tract. Purdy's house was near the modern Flavelle mill, and his barn on the site of the modern convent. Prior to 1834, the only settlers on the surveyed townsite were David Ray, William Culbert (later the postmaster) and the family of Edward Murphy, on Peel Street. In 1837, James Hutton moved in from Ops and opened the first store on Kent Street. Other citi-

zens who came in soon afterwards were James Twohey, Thomas Clarke, Thomas Vane, Nicholas Powell, Dominic McBride, and Wm. Thatcher.

Virgin wilderness still hemmed in the little settlement, however. Deer could be seen drinking from the river in the heart of the present town or being chased by wolves up Kent Street. A woman was supposed to have been eaten by wolves or bears at Sucker Creek (Guiry's Creek), near the Riverside Cemetery. Nothing but her handkerchief was ever found.

For a long time, the only bridge across the river was situated at the foot of Huron Street, where the north bank is quite steep. Two abutments of logs were built, one on each side of the river, strong cedar stringers put across, and shorter cedar logs laid side by side on these to form a roadway. The road which led from the north end of this bridge wandered east to what is now O'Neill's Corner, but was then known as "Lang's Corner." Here it parted into two roads, one running east and south to Omemee and Peterborough and the other south (by the modern Logie Street) towards Bowmanville. These roads were, however, in unspeakable condition, and in the thirties those seeking supplies often went by canoe to Bridgenorth, on Chemong Lake, and walked six miles from there to Peterborough. In 1841, Purdy's Mills itself became a distributing centre when Thomas Keenan opened a general store just east of Jeremiah Britton on Kent Street East.

A Period of Invasions

During a period of about ten years, Lindsay was subjected to a series of armed invasions which made life in the village anything but peaceful.

The first invasion came in December 1837. The provincial revolt of that year had been put down and Major Murphy, for reasons of his own, started a rumor in Peterborough to the effect that William Lyon Mackenzie was in hiding at Lindsay. As a result, a number of farmers who were with their ox-teams at Purdy's mill one clear, cool evening were startled to hear a volley of muskets and to see a column of about 300 armed men with a large flag descending the steep river-bank from the north. When the advance guard got on the bridge cheers were raised, trumpets sounded, kettledrums rattled, the flag waved, and another mighty salvo of musketfire was let off into the upper air. The villagers, some thirty men, women and children in all, rushed from their cabins to see what

was happening, and found that their visitors were a detachment of Peterborough militia under Colonel Alexander McDonnell, searching for Mackenzie. As it was too late for the contingent to return home that night, they bivouacked in and around Britton's tavern, it soon did not matter much which.

William Purdy had been speaking rather plainly against the Family Compact, and Major Murphy took this opportunity of laying information against him. The miller was accordingly arrested and taken to Cobourg gaol. Here he lay without trial for some time, but was at last liberated and told to go home and mind his own business. As a result of this unpleasant experience, Purdy decided not to live in Lindsay any longer, and removed to Bath. Of his two sons, Jesse, who had had a severe attack of fever and ague, went with him, while Hazard remained in charge of the mill.

Major Murphy received the postmastership which had been held by William Purdy up to this time. He did not hold this ill-gotten position long, however, for he started a distillery, drank too much of his own whiskey, took delirium tremens, and left the country. The postmastership then passed to William Culbert, in whose family it remained for more than twenty years.

The second invasion of Lindsay came in 1838. The Purdy dam had backed the waters of the Scugog over some 60,000 acres of land adjacent to river and lake. The forest was drowned out; mosquitoes grew infinite in number; and a plague of fever and ague carried off nearly one-third of the population. There were hardly enough well men left to bury the dead. On one Sunday, eleven deaths were announced in Ops; and on another Sunday seven heads of families had been swept away. Hostility towards the dam became more and more definite and bitter, and at last, in the summer of 1838, a great band of farmers gathered from Ops, Manvers, and Cartwright; armed themselves with flint-locks, pitchforks and axes; marched to Lindsay; and hacked away part of the dam. The structure was not completely demolished, however, and Hazard Purdy rebuilt it, though at a lower level. At the same time, he put in a large water-wheel, a cog and spur wheel, two run of stones, and bolting apparatus.

The government meantime was planning a lock at Lindsay for navigation purposes and it was arranged that a new dam, situated in the present location, would serve both lock and mill. Dam and lock were begun about 1838, let lapse for a time, and finally completed in 1844. The old Purdy dam had had a head of twelve feet, reckoned from the foot of the rapids. The new dam's fall was only

seven feet. As compensation for the loss in water-power and the construction of new works, the Purdys were paid $1600 by the government.

In the spring of 1844, Hiram Bigelow came to Lindsay and bought the mill and the 400-acre "Purdy tract" from Hazard Purdy for $10,000. The latter, with his brother Jesse, then proceeded to the pioneer area of Grey County, where they became the founders of Meaford and Eugenia Falls. In 1844, the old dam was still in use and the original mill still running. As no steamboats were to appear on these waters for eight years more, no urgencies of navigation called for the dam's immediate removal. In the early part of 1845, new mills were built on the present site, a quarter of a mile farther down stream. The old dam was then taken down and the mills worked by water from the new dam.

The third army of invasion appeared before Lindsay on July 12, 1846. "Billy" Parker, a noted Orange fighter from South Emily, had received a beating in Lindsay and the hundreds of celebrants of the Boyne victory marched on the little hamlet to avenge on its population the defeat of their champion. The villagers were warned of the impending attack and prepared to defend themselves. All who had muskets put them in working order. Thomas Keenan prepared rude swords by winding cotton around the hilts of scythe-blades as handles. Pitchforks were served out as bayonets. The old log bridge across the Scugog was chopped down into the river, as in the defense of ancient Rome against the Tuscans. Sharp-shooters lined the river bank. Then a deputation was sent out to confer with the foe at Lang's Corner. Happily wise counsels prevailed and the history of the town was not marred with such a battle as was then imminent.

The fourth, and last, major invasion came in the summer of 1847. In June of that year Bigelow sought and secured the permission of the government Board of Works to put a line of planks, a foot in height, along the top of the dam in summer so as to maintain the flood-level of spring-time and ensure a uniform flow of water. This was to be done at his own risk and expense. No sooner did the news of this flashboard become generally known throughout the Scugog valley and back into Manvers and Cartwright than the riparian farmers assembled once more with axe and rifle, marched to Lindsay, and removed the planking.

A curious accident happened at this time. There was a single mill-race or sluice, controlled by a gate in the dam, which conveyed the water down into the mills. The current was strong and

the one stream worked both the sawmill and the grist mill. The invaders opened the sluice-gate so that most of the water would pass through and render their work on the dam easier. By some mischance, a man named Tom Toole slipped into the sluice and went through the gearing of the two mills—the sawmill first and then the grist mill. When he was fished out, fortunately still alive, from the river below the mills, he was asked how he got through. He replied that he had had no time to take notes. Toole beat all records for "going through the mill" by going through two of them.

In the summers which followed, Bigelow renewed the flash-boards on the dam and succeeded in persuading the countryside that his action was not a serious menace to health.

From Village to Town

Meanwhile the village had been growing slowly but steadily. Kent Street was chopped out in 1840 and other streets soon followed. One early settler, William Webster of Mariposa, owned the property on which Gregory's Drug Store now stands (corner of Kent and William) and traded it for an ox. William McDonell came in from Peterborough and began the first tannery. George Colter started a potashery and William Thornhill an iron-foundry. Bigelow bought out Fulford's carding and fulling business and developed it. Stores were kept by Thomas Keenan, Jeremiah Britton, Wm. McDonell, and G.M. Roche. By 1851, the population had risen to 300.

Navigation now began to develop and to bring prosperity with it. The steam boat "Woodman" was built at Port Perry and the "Ogemah" at Fenelon Falls, and others soon followed. Pilotage was extremely difficult along the meandering Scugog, which was long known as "the River Styx" because of the innumerable stumps that have disfigured its banks for four generations; but the growth of lumbering made river traffic of paramount importance and the Scugog fleet increased rapidly.

Meanwhile a charter had been granted in 1846 and renewed in 1853 to a railway company which purposed building a line from Port Hope to Lindsay (and later to Beaverton). Work was begun in earnest in 1854 and by December 1856 the head of steel had reached Reaboro. With the imminent prospect of being a railway terminus, subject to rapid growth, the citizens of Lindsay now applied to the government for incorporation as a town.

The following year saw the incorporation of the towns of Bowmanville, Milton, Bradford, Oakville, Sandwich, Collingwood, Windsor, and, finally, Lindsay. Some of these municipalities of like age have since outstripped Lindsay but most of them have lagged far behind.

An Act passed by the Legislative Assembly on June 10, 1857, contained the following preamble: "Whereas from the rapidly increasing population of the Village of Lindsay, in the county of Victoria (one of the United Counties of Peterborough and Victoria) and from the peculiar position thereof as the intended County Town and the northern terminus of the Port Hope Railway, it is necessary to confer upon the said village the power of municipal government and incorporate it as a town under the name of the "Town of Lindsay", etc., etc.

The chief financial provision of the Act related to a bonus of $80,000 which had been paid by Ops (including Lindsay) to the Port Hope Railway. It was arranged that the municipal debenture debt representing this gratuity should be divided between the town and the township according to assessment. Lindsay had at this time an assessment of about $300,000 and a population of about 1100.

The limits of the town were now extended so as to take in not only the original townsite but also three additional tracts, each of 400 acres.

The first of these was the old Purdy estate, Lots 20 and 21 in the 5th Concession, or that part of the present town bounded by Lindsay, Durham, Verulam and Colborne Streets. Hiram Bigelow on his death in 1853, had willed this property to the Bank of Upper Canada. In 1856, the bank conveyed the property to a real estate corporation known as the Lindsay Land Company and headed by John Knowlson and Robert Lang. This company had the land platted off into streets and building lots. It will be noted that the names chosen for these new streets were quite different from those on the old townsite. East of the river we have, for example, St. Paul Street, St. Patrick Street, St. Peter Street, St. David Street, St. George Street, and St. James Street.

The second new parcel of land included within the limits of 1857 consisted of Lot 22, Concession V, and Lot 22, Concession VI, or that part of the town bounded by Colborne, Angeline, Needham and Verulam streets. All this area and another 400 acres adjoining it on the north had belonged to Cheeseman Moe, a retired naval officer, who left Lindsay for California during the gold rush of 1848 and was never heard of again. He is supposed to have been killed

by Comanche Indians. Modern occupancy is therefore based on tax-titles.

The third addition of land comprised Lot 19, Concession V, and Lot 19, Concession VI, or all that part of the modern town lying between Durham, Angeline, Mary and Verulam streets. This tract had originally been granted by the Crown to Colonel McDonell, of Greenfield, Glengarry County, the surveyor of Ops. McDonell disposed of this piecemeal. Part of it was given by him to Father Chisholm (a fellow Scotch-Canadian from Glengarry) as a refuge for Irish immigrants who came out after the famine of 1847. The little settlement which sprang up here was known as "the Catholic village."

Other picturesque sections of the town are "the French village" and "Pumpkin Hollow." The former lies in the east part of the town and was settled by French-Canadian lumberjacks, whose descendants here numbered 490 at the last census. The latter lies a little to the southwest of the old stone mill and was so called because of the great crops of pumpkins grown there in early days.

A picturesque tradition from early times is that Lindsay once had a "village post," a sort of pillory to which the citizens attached nuisance people as objects of public scorn. A man and woman from Whitby were among those thus treated.

A colorful character from the same period was Dan MacDonald, a storekeeper at the foot of Kent Street, who could pick up a 600-pound barrel of pork or flour or juggle a 100-pound dumbbell from one hand to the other. He once lifted a 1600-pound piece of machinery, broke a blood-vessel, and died. His tomb-stone in Little Lake Cemetery, Peterborough, reads:

Ye weak beware! Here lies the strong
A victim to his strength:
He lifted sixteen hundred pounds
And here he lies at length.

The Act of incorporation divided Lindsay into three wards. The East or "Victoria" Ward comprised all that part of the town which lay to the east of Lindsay Street, and the North and South Wards those parts of the remainder lying to north and south respectively of the middle line of Peel Street. On July 18, 1862, the government sanctioned a change whereby the centre line of Kent Street became the dividing line between the North and South wards. In more recent years, the town has been divided into four wards, with Lindsay Street and the Scugog dividing the South and the East wards

from the West and the North, with Kent Street dividing the North from the West, and with the river and Riverview Road dividing the South from the East.

Municipal Officials

The first town council met in a frame town hall on the northeast corner of Kent Street and Victoria Avenue on July 20, 1857. The civic officials at this beginning of time were as follows: Mayor, Robert Lang; Reeve, Foster Cain; Councillors, Wm. Thornhill, David Brown, Jeremiah O'Leary, J. Healey, H.G. Clarke, James Walsh and J. McCarthy; clerk and treasurer, T.A. Hudspeth; chief of police, John Douglass.

A full list of Lindsay's mayors, 1857-1966, will be found in Appendix D, page 317. The present town hall dates from 1863 for the east wing and 1865 for the two-storey west wing.

A Scourge of Fire

A beneficent catastrophe overtook Lindsay on July 5, 1861. An election had just been held, and the town was thronged with visitors, waiting to hear and celebrate the official announcement of the returning officer. About 11.30 a.m., when it had just been announced that James W. Dunsford (Liberal,) had vanquished John Cameron (Conservative), a fire was noticed in a small frame house on the south side of Ridout Street, near Lindsay Street. It has always been supposed that the owner of the house, who had put up the building but could only rent the land, set the place on fire as the climax to a quarrel with his landlord.

A south wind rose with the fire and swept the flames from building to building. Both sides of Kent Street west to William were soon in ashes and all buildings between Kent and Peel streets destroyed except one little log cabin, owned by a widow named Murphy, on the southeast corner of Peel and William streets. Farther east, the flames licked up Fournier's Hotel, the grist and saw mills, and all adjacent buildings, leaped across the river by way of the bridge, and consumed Brown's Alma Hotel and the Port Hope and Lindsay Railway station.

By 3.30 in the afternoon the fire had burnt itself out. The area destroyed was, roughly speaking, bounded by Russell, William, Peel, Queen, Caroline, and St. Lawrence streets. Four hotels, two mills, the post office and customs office, and 83 other buildings lay

in charred ruins, and about 400 people were without shelter. No lives were lost, but the loss of personal property was in most cases complete, for fire insurance was still only in its infancy.

Distress was great, though much food and clothing was supplied by unharmed citizens and farmers in the country near at hand, and for several days the trains from Port Hope were besieged by refugees seeking bread. The west side of Cambridge Street, between Peel and Wellington, was then a common and many camped here for weeks, at first shelterless and later in tents.

Although ruinous to the individual, the fire was a blessing in disguise to the town as a whole. Disaster seemed only to stimulate courage, and steps were at once taken to erect fine brick stores in place of the wooden buildings that had been swept away. A brickyard had been begun five years before on the farm of Frank Curtin, lot 15, Con. V, a mile south of the town, and the proximity of such building material made these ambitious projects possible. Within a year the Britton block, Funk's Hotel, the eastern half of the Keenan block, and the Bigelow, Wilson, Wright, Knowlson, McLennan, and Baker blocks were completed. Nearly all were handsome three-storey brick buildings, remarkable in their day and environment, and still a credit to the town. The fire was thus the making of the town.

Further Threats of Fire

Never again was the town destroyed by fire, but there have been occasions when destruction seemed very close at hand.

In August, 1881, a phenomenal drought scorched and blistered the whole of Ontario, and for days the thermometer ranged from 95 to 105 degrees Fahrenheit in the shade. Fires broke out in Victoria county on August 30th, and swept across the countryside before a west wind. Forests, crops, fences, and farm buildings were consumed. Railroad bridges were burned away and the rails twisted out of shape. The Long Swamp west of Lindsay was ravaged; towering clouds of ashes, smoke, and dust brought darkness and suffocation to the town; and a band of fire-fighters battled all day long on the 31st against a wave of flame that licked hungrily around the western boundary. At 6.00 p.m. on September 1st, a torrential rain brought this fiery chapter to a close. Most of the county had been wiped out, and the following year saw a huge emigration of farmers to Manitoba, Dakota, and other western areas.

A similar season of fire came in September 1887, but as no fuel had been left in South Victoria by the holocaust of 1881, the blaze was confined to the northern townships. An impenetrable pall of smoke lay over the whole countryside, however. Even in Lindsay visibility was limited to a few feet, eyes were tortured, and ashes fell like snow.

Some of the more serious local small fires during the past hundred years have been the following: the Doheny block, northwest corner of William and Kent, 1875, loss 35,000; Parkin's sawmill, 1882, 1884, 1886, and 1892; the Scugog Paper Company's mill, 1886, loss $75,000; the McDonnell block, southwest corner of William and Kent, 1888, loss of $16,500; the Flavelle warehouses, East Ward, 1888, loss $28,000; Peel Street, in the rear of the Elsmure block 1902, loss $25,000; the Kennedy and Davis sawmill, 1907, loss $13,000; the Carew sawmill, 1908, loss $14,000; Carew sawmill, 1933, loss $40,000; Lindsay Arena, Russell St., 1945, loss $18,000; Martin Block, Kent St., 1948, loss $100,000; Blackwell Building, Kent St., 1959, loss $250,000; Lindsay Antenna and Specialty Products, 1959, loss $30,000; 1963, loss $500,000; Tangney-Claxton section, south side Kent, 1963, loss $250,000.

Fire protection in 1967 is organized to an extent that would have startled the town fathers of an earlier day. The Department now consists of a fire chief, 7 permanent firemen and 14 trained volunteers. Equipment consists of three large pumpers (one with aerial ladder), a hose utility truck and a rescue boat and trailer.

Conditions in the sixties and seventies varied much from those of today. William Street vied with Kent Street in importance as a commercial thoroughfare. Wellington Street was the leading residential section of the town. There were, however, no sewers, no town water, no lights, and few cellars. The necessities of the modern workingman were then luxuries unattainable to all.

It is interesting to note that on April 17, 1865, the day of Abraham Lincoln's funeral, this little Canadian town closed all its stores and schools, put its flags at half-mast, and with two small cannon, owned by a retired British naval officer named Rodden, fired off a memorial salute to the great American.

Lindsay Directory for 1877-'78

On exhibit in Lindsay's historical museum is William W. Evans' *Lindsay Directory for 1877-'78* (Brantford, 1877), which throws interesting light on what was then a town of 6,000 population.

Some 15 steam vessels and about 100 barges and scows were making use of the Scugog River. The northern townships of Draper, McLean, Ridout, Macaulay and Stephenson were still part of Victoria County. The County Judge was William W. Dean, the Sheriff was George Kempt and the Clerk of the County Court was William Grace. A dramatic club, "Lindsay Amateurs," had been organized in 1876 and a "Lindsay Snow Shoe Club," under Thomas Beall as president, was active in 1877. A "Lindsay Liberal Association," organized in 1877, had nothing to do with politics but met regularly in its reading room for "the free discussion of theological and other subjects." Of a kindred character was the "Lindsay Law Students' Literary and Debating Association," which met weekly for homeric battles of argument. A diary kept by R. J. McLaughlin in 1884, when he was an articled law student in Lindsay, testifies to its continuing activities at that time. Perhaps the most revealing section of the 1877-'78 *Directory* is its list of local businesses, of which the following (with the number of firms in brackets) are obsolete in 1967: steamship agents (3), manufacturers of agricultural implements (6), axes (3), axe handles (1), boots and shoes (1), boats (2), pumps (4), shingles (2), and staves and heading (1), also blacksmiths (9), coopers (3), dyers (2), flouring mills (2), guns and locksmiths (2), livery stables (4), pork packers (1), tea stores (3) and whitesmith (1). A temperance society (the Lindsay Victoria Lodge, No. 392, International Order of Grand Templars) was founded in 1872, a South Victoria Medical Association in 1875, and a local branch of the YMCA in 1876.

The first telegraph system was installed in September 1862 by the Montreal Telegraph Company, who brought in their line along the Port Hope Railway. On January 11, 1878, the first local demonstration of the telephone was made by attaching receiving and transmitting apparatus to the telegraph wires in Peterboro and Lindsay and so talking between the two towns. The first demonstration of the phonograph was made in the Opera House in June, 1878.

The police protection of these early days was very inadequate. Drunkenness was fed by dirty taverns on every corner, and immorality was so brazen and shameless that a number of private citizens formed a Vigilance Committee in 1877 and burned down all the more notorious brothels throughout the town. For many weeks the local papers kept recording "another rookery gone." After this purging by fire, it transpired that the Chief of Police himself had been a protector and patron of the wanton sisterhood.

By way of contrast, one may note that nine decades later the Lindsay Police Department consists of a Chief, a Sergeant, nine constables and two by-law enforcement officers. A cruiser and a motorcycle are equipped with two-way radio. The Ontario Provincial Police also man a detachment with a corporal and nine constables, operating three cruisers and a safety patrol boat.

Cows, geese and dogs wandered over all the streets unchecked until the eighties. From 1883 to 1889, the feverish question in municipal politics was whether or not to prevent "the poor man's cow" from ranging abroad and devouring every green thing in every private garden. A half-measure was tried, which required every street-grazing cow to be tethered, but the tether-ropes grew to unbelievable lengths and in 1889 the cow was banished entirely from the streets. The first dog by-law was passed on July 25, 1887, and imposed a tax of one dollar per dog. A dog census in 1964 revealed 718 males and 38 females, an intriguing contrast in sex survival.

Growth in Civic Stature

The population of Lindsay has grown from 1100 at incorporation to about 12,000 today, some eleven decades later. The rate of growth averages out at about 1,000 per decade.

The chief causes of the town's having grown at all are (1) municipal, (2) transportational, (3) industrial, and (4) commercial.

The advantages that it has enjoyed as the county town are self-evident. Judicial, educational and municipal establishments have all tended to concentrate at this centre.

Chapter X describes in some detail the history of its railways and its highways. By 1921, Lindsay had no fewer than eight lines of railway radiating out, spoke-wise, from her boundaries, with 27 passenger trains and many more freight trains passing in and out every day. Although virtually all of this has since been swept away, the railways had not merely consolidated Lindsay as a centre of industry and commerce but had also predetermined the pattern of the even more impressive system of paved roads that succeeded the age of the locomotive. County, provincial and Trans-Canada highways are similarly focussed in the town beside the Scugog.

The industrial and commercial growth of the town calls for separate treatment.

Summary of Industrial Development

As might be expected in a small inland town, the leading industries of the first hundred years were those, such as lumbering, gristing, tanning, weaving, brewing, and brick-making, which utilized the natural products of the neighboring countryside. Iron-founding and carriage-making also had success up to the limit of the needs of the district.

The pioneer mill, both in gristing and in lumbering, was the Purdy plant, with which were later associated the proprietary names of Hiram Bigelow, Walter Needler, William Needler, Thomas Sadler, J. R. Dundas, Wm. Flavelle, and J. D. Flavelle. In 1894, these mills had a daily flour output of 600 bags; an annual lumber cut of 1,000,000 feet; a 90,000-bushel grain elevator; a river fleet of six barges and a steamboat; and a staff of over 100 men. The depletion of our forests and the dwindling of the county's cereal output through the rise of mixed farming resulted in the extinction of all this business. Lumbering was relinquished by 1900 and in 1910 the gristing interests, then controlled by J. D. Flavelle, were sunk in a big milling merger, known as the Canadian Cereal and Milling Company. Local operations were soon afterwards suspended. Another flour mill, founded in 1889 by Isaac Finley and later identified with G. E. Martin, Joseph Maunder, C. C. Finley and W. H. Woods, has also gone with the wind.

Other local companies that engaged in lumbering, planing, and wood-working have been the following: (1) Hollis Bowen, succeeded on the same site by Whitmore ("the Yankee mill"), Dunham and Kellogg, John Rodd, the Rathbun Co.; Baker and Bryans, and the Baker Lumber Co.; (2) Thomas Fee; (3) Burke Bros.; (4) George Ingle (Lindsay Planing Mill); (5) John Dovey; (6) Robert Bryans, succeeded by Joseph Maunder; (7) Parkin Lumber Co., later the Digby Lumber Co.; (8) Killaby and Kennedy.; (9) J. P. Ryley (Victoria Planing Mill); (10) Kennedy, Davis, and Co.; (11) Rider and Kitchener; (12) John Carew Lumber Co.; (13) Gull River Lumber Co.; later the Kawartha Lumber Co., and still later the Beaver Lumber Co.; and (14) Lindsay Woodworkers, Ltd.

Of all these, only the John Carew Lumber Company and the Beaver Lumber Company survive and these only as small retail outlets.

Tanneries, now defunct, have been conducted by P. H. O'Beirne, Alfred Lisle, the Robson Brothers, and the R. M. Beal Leather Co.

Woollen mills, now defunct, have been carried on by Wm. Dundas, succeeded by J. W. Wallace and, later, by Alex. and James Horne and the Lindsay Woollen Mill; and knitting factories by Mallon and Hanlon and E. Hood and Son.

Major Thomas Murphy founded a distillery in 1835 on a stream north of the town, still known as the Old Distillery Creek. The enterprise fell through and he moved into town. A second distillery on William Street only resulted in his developing delirium tremens from drinking his own whiskey. Another distillery, begun by Benjamin Stacey, and breweries set up by Thomas Clark and James Lenihan all ended in bankruptcy. Greater success attended Calcutt's Brewery, founded in 1872 and later run by Lloyd and Goldie, the Haslams (father and son), and Fred Cornell. It, too, is now defunct. Lindsay Distilleries, founded in 1927, made an assignment in June 1930.

Brick-making was begun about 1856 by Francis Curtin on his farm south of the town. The Foxes (father and son) took over the business in 1877. About sixty years later the deposit of clay ran out and the business came to an end.

The leading iron-foundries were long those of Mowry and of John Makins. Makins sold out to John McCrae in 1899. The Sylvester Bros. Mfg. Co., founded in 1882 by Richard and Robert Sylvester, was at one time Lindsay's leading industry. Over 100 men were engaged in manufacturing agricultural implements (binders, drills, presses, etc.) of the proprietors' own invention. Ruined by speculation, the business was revived by Sylvesters of the second generation. Other metal-working firms have been the Madison Williams Co., the Canadian Swensons, Ltd., the Boving Hydraulic and Engineering Co., the Cole Mfg. Co., Ltd., and the Dominion Arsenal. Of all these, only the McCrae and Sylvester businesses survive.

Carriage-manufacture, once a busy industry, has followed the horse into oblivion. In Lindsay it had been in the hands of James Hamilton, T. E. Cunningham (succeeded by Cain, Carley and Curtin), Richard Kylie, D. Sinclair and D. J. McLean.

The Lindsay Creamery Co. and the cold storage business of Dundas and Flavelle Brothers ultimately merged in "Flavelles Limited" and in 1943 this became Silverwood's Lindsay Creamery Ltd. Deceased through the years are the pork-packing businesses of C. L. Baker and George Matthews, the fancy seed business of J. M. Squiers, the chemical works of Hodgson Brothers, and the baby food and pharmaceutical works of Allan and Hanburys Ltd. The

Lindsay Marble Works and the Victoria Marble Works have been succeeded by a single firm, Allan Brothers Monuments.

The imagination is appealed to somewhat by the evil fate which pursued certain firms that once operated in the East Ward on Logie Street. Here James Lenihan's brewery first went bankrupt and then burned down. Then a Tanbark Extract Company, of Montreal, managed locally by James Foley, erected an enormous plant on the same spot. Mismanagement and a lack of hemlock bark brought about collapse and a loss of $200,000. A Montreal wrapping paper firm then took over and proposed to manufacture paper from wild rice and from wheat straw. Bankruptcy intervened. Still another enterprise, the Scugog Paper Mill Company, managed by J. C. Patterson, made expensive preparations for making felt paper from pea straw, cedar bark, and similar materials. The carelessness of a French night-watchman set the plant on fire. Destruction was complete and the proprietors lost $75,000. The R. M. Beal tannery, which came next, prospered greatly through the quality of its products and its enlightened labour policies, but it went bankrupt in 1930, when thousands of Prairie farmers, who had bought its excellent harness, were ruined by the Depression and could not pay what they owed Mr. Beal. His successor, Universal Silk Dyers, lasted only from 1930 to 1933, but Knitters Ltd., who followed, operated until 1961, but were then forced to close down. The empty factory was finally purchased by Rosedale Plastics International Ltd., which, with 21 employees, is operating with its fingers crossed.

A New Era in Industry

The past fifteen years have witnessed a transformation in the industry of the town. The *Encyclopedia Canadiana* (vol. vi, *s.v.* "Lindsay"), prepared in the early 1950's, credits the town with only "flour mills, wool and knitting mills, planing mills and sawmills." With the exception of small retail lumber outlets, all these have disappeared, along with the earlier tanneries, breweries, distilleries and brickyards. Secondary industry now makes little use of primary products from Victoria County. The region has virtually no minerals, the primeval forest has vanished, and the products of the farm tend to be shipped direct to Toronto and Oshawa. The chief causes of local industrial change may be summarized as follows:

(a) Hydro-electric power and Alberta natural gas (piped in since 1957) are as freely available here as in the largest city.

(b) Location in a town gives an industry cheap land, more room for expansion, and a more stable labour force.
(c) The pressures of World War II produced in Canada's chemical and metallurgical industries a five-year development that might have taken fifty years in the ordinary course of evolution. The result was a new range of light industry, especially in plastics, ceramics, cellulose and light metals, that could readily be set up in smaller centres of population.
(d) A Chamber of Commerce that had been founded in 1887 was galvanized into new life in the 1950's and was more than supplemented in 1962 by an "industrial commission" that recruited nine new industries in the next three years.

The character of the new industrial Lindsay will become clear from a roll call of firms. The number of employees is given in brackets.

Essentially chemical industries are Union Carbide Canada Ltd., Plastic Products Division (452), cellulose casings and plastic films; Firestone Rubber Co. Ltd. (230); Dominion Rubber Co. Ltd. (171); Abex Industries (Canada) Ltd. (113); Canada Crayon Company Ltd. (78); Almax Ceramics Industries Ltd. ( ); Rosedale Plastics (21); Marlyn Superior Products Ltd. (20); Reichold Chemical Corporation (Canada) Ltd. (19); and Gentil Plastics Ltd. (13). The employees in this group thus total around 1,150, or more than all others combined.

A metallurgical group includes the Schultz Die Casting Co. Ltd. (179); J.E. Thomas Specialties Ltd. (120), aluminum lawn furniture, steel casual furniture, t.v. antennae; Shaft Machines Ltd. (7), mining machinery; John McCrae Machine and Foundry (22); Turner and Seymour of Canada Ltd. (17), weldless chain and kitchen tools; Sylvester Steel Products Ltd. (15), custom built machines; and the Mount Hope Machine Co. (3). The metallurgical employees thus total about 430.

Two textile firms—Brinton Carpet Co. Ltd. (103) and the Canadian Pyjama and Shirt Co. Ltd. (56)—have a total of 159 employees.

Wood processing industries consist of the Northern Casket Company (28); the Lincraft Co. Ltd. (23), cabinet making; the Lindsay Paper Box Co. (15); Bathurst Containers Ltd. (7) and the J.A. Arnberg Co. Ltd. (6); for a total of 79.

Two printing firms—John Deyell Ltd. (75), book manufacturers, and Kawartha Print & Litho Ltd. (6)—total 81 employees.

Very marginal to "manufacturing" proper are Silverwoods Dairies (50), McMullen's Dairy (8), Trent Valley Wonder Bakeries (28), W.W. Hick & Sons, florists (20) and Allan Bros. Monuments (2). Wholesale distributors are Lindsay Electric, Walkwood Ltd., D.R. Walling Co. Ltd., National Grocers, Peterborough Automotive, and Agricultural Chemicals Ltd.

Typical of the non-Victoria raw materials used by the newer industries are natural rubber from the East Indies and Malaysia (Firestone), textiles from India and Japan with nylon and rayon from Ontario (Dominion Rubber), asbestos from Quebec and cashew nut oil from Brazil (Abex), zinc from British Columbia (Schultz), a granular form of plastic from Alberta (Gentil), crude oil from Alberta and chalk from England (Canada Crayon), wool and jute from all over the world (Brinton), and resins and ethylene gas from Quebec (Union Carbide).

Commercial Lindsay

Fifty years ago the stores of Lindsay were family businesses, often of some antiquity. Since that time the spread of great chainstore corporations across the continent has presented the little man with inexorable competition in costing and merchandizing. The Great Depression of the 1930's also took its toll of the smaller concerns. Neither are the children and grandchildren of family store proprietors always interested in maintaining a mercantile tradition.

The following firms from an earlier day remained in 1921 with the families that founded them: 1837, Jeremiah Britton, clocks and jewelry; 1857, E. Gregory, drugs; 1858, John Anderson, furniture; 1860, W.A. Goodwin, wall paper, etc; 1861, R.S. Porter, books and stationery; 1861, Dundas & Flavelles, dry goods; 1862, M .O'Halloran, meats; 1862, McLennan & Co., hardware; 1863, Thomas Beall, jewelry; 1868, S. Corneil, insurance; 1874, R.P. Spratt and J. Killen, groceries; 1878, A. Higinbotham, drugs; 1878, J.A. Williamson, harness; 1881, J.G. Edwards, hardware; 1884, G.A. Milne, tailoring; 1887, Alex. Fisher, groceries; 1888, M.J. Carter, clothing; 1890, M.E. Tangney, furniture; 1890, Wm. McWatters, confectionery; 1890, Philip Morgan, drugs; 1892, R. Johnston and M.H. Sisson, boots; 1893, G.A. Little, books and stationery; 1897, F.W. Sutcliffe, dry goods. In 1966, however, only two in the entire list were still in the hands of the founding families, viz., Gregory's Drug Store and Tangney's Furniture Store.

The chain stores that now prosper in Lindsay are Loblaws (the

pioneers, who opened in June 1927), Woolworth's, Zeller's, Stedman's the I.G.A., Dominion Stores and Walker Stores. In the New York Sales Management Annual Report for 1961, Lindsay showed a sales volume of $23,803,000. Its sales index was 131 per cent above the Canadian average.

Banking in Lindsay

Canadian banks opened branches in Lindsay in the following order: 1853, The Bank of Upper Canada; 1858, The Bank of Montreal; 1864, The Ontario Bank; 1870, The Merchants' Bank of Canada; 1881, The Dominion Bank; 1906, the Standard Bank; 1906, The Canadian Bank of Commerce; 1910, The Home Bank; and 1921, The Royal Bank of Canada. The Bank of Upper Canada failed in 1863 and The Home Bank in 1923. The Bank of Montreal absorbed The Ontario Bank and the Merchants' Bank. The Dominion Bank has been The Toronto-Dominion Bank since a merger in 1955. The Canadian Bank of Commerce absorbed The Standard and Imperial banks to become The Canadian Imperial Bank of Commerce. This leaves Lindsay with branches of four major league banks: Montreal, Toronto-Dominion, Commerce and Royal.

A striking example of the application of local brains and capital to local needs came with the establishment in 1895 by R.J. McLaughlin, QC, of the Victoria Loan and Savings Company. This became successively the Victoria Trust and (after a merger) the Victoria and Grey Trust. In September 1965 the shareholders unanimously voted to ratify a further merger with the British Mortgage and Trust Company of Stratford. With 25 branches in Toronto and Central Ontario and with assets exceeding $27,500,000, it is still officially the Victoria and Grey Trust Company, with its head office in Lindsay. It is now Ontario's largest rurally based financial company and incidentally Lindsay's largest financing institution. R.J. McLaughlin was president for almost forty years and was succeeded by William Flavelle, T.H. Stinson and Hugh McLaughlin (elder son of R.J.).

Still other financial institutions are The Niagara Finance Co. Ltd., The Household Finance Corporation and The Industrial Acceptance Corporation.

Delayed Civic Improvements

The past eight decades have seen remarkable developments in the conveniences and amenities of town life. Electric light, waterworks,

sewerage, paved streets, municipal charities, and a hospital have all reached mature growth.

The tardiness with which these developments came was due in large measure to bad municipal financing during the period 1857-1891. For many years, municipal politicians deliberately disregarded written and unwritten laws. Debentures were issued for various purposes, but the councillors, in their desire to curry popular favor by a low tax rate, kept taking the money raised to pay off the principal and diverting it to current expenses. Finally, in 1891, a provincial Act forced the consolidation of the arrears of debt and payment in full within thirty-five years. The consolidated debt amounted to $152,000, of which sum $123,000 had been voted in railway bonuses.

Once civic government had been placed on a sound basis in this fashion, the provision of modern public utilities was much accelerated.

Lindsay's Lighting System

Prior to 1880, the streets of Lindsay were without illumination and citizens who walked abroad at night did so in imminent peril from mud, thugs, and drunken drivers. The town council at last decided, in November 1880, to purchase six coal-oil lamps. One of these lamps was placed at the Wellington Street bridge, one opposite the Midland station, and the other four on Kent Street.

In September 1881, a "Consumers' Gas Company of Lindsay" was formed, with an authorized capital of $50,000. J.R. Dundas was president and F.C. Taylor managing director. This new company contracted with the town to instal 23 gas-lamps for street-lighting.

Gas, however, was soon to abdicate to electricity. In 1890, B.F. Reesor of Newmarket established a "Lindsay Electric Light Company," which generated power on a fuel system, and was given the street-lighting contract. A rival enterprise, the "Victoria Electric Light Co., Ltd.," was at once founded by Samuel and Alfred Parkin. The Parkins were burned out in September 1891; and thereupon bought up the plant of the Consumers' Gas Company, on the south-east corner of William and Wellington streets, demolished the works, and set up an electric power station. Competition between the two electric light companies was keen and both gave service at a loss—to the great benefit of the public but to their own

embarrassment. At last, Thomas Sadler and William Needler came to the financial assistance of Reesor. They then bought out their rivals and incorporated the "Light, Heat, and Power Co., of Lindsay, Ltd."

The advantages of hydro-electric power development at Fenelon Falls were now considered. J.A. Culverwell, of Port Hope, had seen the prize first and had secured an option on the Smith Estate at Fenelon Falls; but was checkmated by the adverse report of a supposed expert. The Lindsay company then stepped in and snatched up the power rights.

Work was begun in July 1899 on a $75,000 generation and transmission system. The chief items in the generating system were an 11-foot steel flume, two Sampson turbines, and a 400-kilowatt generator. A three-phase current at 550 volts was stepped up to 11,000 volts for transmission and distributed in Lindsay at 1100 volts. The contractors were the Wm. Hamilton Mfg. Co., of Peterborough. The system was formally opened on May 31, 1900.

The municipal fathers now decided that the rates charged for street lights were exorbitant and encouraged the formation of a Lindsay Gas Company, capitalized at $40,000, in July, 1901. The manager, John A. Burgess, of Toronto, put up a plant on the southwest corner of Kent and Sussex streets. His gas-lights were tested in May 1903 by Professor Ellis and W.H. Stevens, and condemned as hopelessly under strength.

In 1906, another gas venture, the "Gas Power Company," headed by a Mr. Dancy, of Toronto, was given the lighting franchise and much municipal encouragement. With this firm's collapse, all struggles against the electric power company came to an end.

In October, 1911, the question of municipal ownership was brought to a head by local Socialists but was decisively rejected when put to a popular vote.

Since then the Light, Heat, and Power Company has been acquired by the Seymour Power Company, and still later absorbed into the Hydro-Electric Power Commission's 44,000-volt Central Ontario (or more correctly, Trent Valley) circuit. Lindsay Hydro is now a separate corporate body, run by a Lindsay Hydro Commission subject to the approval of any capital expenditures by Ontario Hydro. The local system is debt-free and has a net worth of $500,000.

Search for a Water Supply

No adequate provision of water for drinking, washing, and fire-fighting was made prior to 1892.

For drinking purposes, private wells had to suffice. It was hoped, at one time, that artesian wells, sufficient for the town, could be located within the civic limits. In 1887, a heavy flow was found by Richard Sylvester while drilling on his property on the northwest corner of Peel Street and Victoria Avenue; and in 1888 the town council paid $500 to have a test well sunk on Edward Murphy's pasture lot, on Adelaide Street, just north of the Collegiate Institute, by Abraham Mosley, of Beaverton. Mosley's auger was broken and lost at a depth of 140 feet, and, as no water had yet been discovered, the project was abandoned.

Bathing was ill provided for, except, perhaps, in a bath-house built by Thomas Sadler, jutting into the river about 200 yards east of the grist mill. Here a bath could be had by paying an admission fee of ten cents to Peter Forbert, the attendant. Part of the bath was filled up to accommodate children, the bottom being covered with a lattice-work of leather straps, thus allowing the water free circulation and preventing even the smallest child from filtering through.

The only fire protection was that furnished to the business section alone by a limited line of pipe and a water wheel at the grist mill, which was set going whenever an alarm was given.

A change from all this came in 1892, when the town entered into an agreement with a "Lindsay Waterworks Company," backed by Messrs. Moffatt, Hodgkins, and Clarke, of Watertown, N.Y., whereby the company was to instal a modern waterworks system in return for a guaranteed franchise for a period of years at $3200 per annum.

Construction began in June 1892 under the superintendence of E.B. Calkins. An intake filter and a pump-house were built on the west bank of the Scugog at the foot of Mary Street. Two large Deane pumps, with a daily pumping capacity of 1,000,000 gallons, were installed, and 7 miles of pipe laid down. For storage and pressure purposes, a standpipe, 110 feet high and 16 feet in diameter, was put up at the corner of Jane and Henry streets, on the height of land near the fair grounds. The system was tested and accepted by the town on October 17, 1892.

It soon transpired that the company had gotten itself into finan-

cial embarrassment and the town authorities at last decided to buy up the waterworks for $60,000 and to place the system under a Board of four Waterworks Commissioners, consisting of the mayor, ex officio, and three members elected, one each year, by the ratepayers.

In 1908, experiments were made in water purification by ozone, but the results were not uniformly satisfactory. The water was next run through a sand and alum filter and sterilized with chlorine gas. Since the essence of the weedy Scugog, though safely filtered and treated, still retained some of the fragrance and flavour of its froggy source, the town sought in 1932-34 to secure its supply in the style of 1887-88 from artesian wells at the Fair Grounds, in Victoria Park and at the Arsenal. The quality was excellent, but the output was wholly inadequate and housewives, moreover, complained that the water was milky and excessively "hard." The Water Board therefore reverted to the Scugog River. A new mixing chamber and settling basin were added in 1937 and the plant was completely modernized in 1959 at a debenture cost of $170,000. In January 1965 plans were announced for constructing a still further addition, costing $200,000. It was foreseen that the purification system of 3 million gallons a day would be inadequate by 1966. New industries in the town had raised the current demand to 2,750,000 gallons a day. In February 1965, the Town Council decided to fluoridate, but a petition from 1,184 citizens forced a public ballot and the fluoride project was defeated. In February 1966, it was announced that the capacity of the Lindsay water system would be raised to 9,000,000 gallons a day.

Sewage System Long Delayed

Proper sewage arrangements for the town were slow in establishment.

In 1873, a stone drain, costing $5600, was built from the river south up Lindsay Street to Kent Street and thence west along Kent almost to Cambridge. This provided drainage for the swampy cellars of part of the business section. No further sewerage was attempted for another quarter of a century.

Shortly after the instalment of the waterworks in 1892, the popular demand for sewage accommodation became vocal, and Willis Chipman, CE, of Toronto, was engaged by the town to make a sewage survey. His report, rendered in September 1893, divided the town into six drainage areas: (1) a small northwest area; (2) a

1200-acre Brewery Creek area, separated from (1) by a line from the highest point of land on the western boundary to the point where the Scugog crosses the northern boundary and from (3) by a line from the corner of Kent and William streets to the corner of Durham and Cambridge streets, and thence south to the southern boundary; (3) a 200-acre Lindsay Street Creek area; (4) a strip, varying in width from 700 feet to 1500 feet, along the west bank of the river from Huron Street to the southern boundary; (5) that part of the East Ward west of a line drawn north-northeast from the south end of St. Patrick Street; (6) that part of the East Ward to the east of the same line. To serve areas (2) and (3), the principal portion of the town, he proposed building two trunk sewers, one from Sussex Street along Kent, Cambridge, Wellington, and William streets, and emptying into the river at the foot of Francis Street, and the other north down Lindsay Street. All drains were to empty below the locks, where a minimum current of 10 feet per minute and an average discharge of 23,000 cubic feet per minute were considered sufficient for sewage disposal until the population exceeded 13,000. The sewers, too, were for sewage only. Storm water was to be left to the Wellington Street drain and the Kent Street storm sewer.

The cost of the Chipman system was estimated at $56,000. Municipal poverty postponed construction until 1898 but work then proceeded systematically for several years until most of the town was covered. In the summer of 1946, at a cost of $125,000, a relief trunk sewer was built to serve the southwest part of Lindsay. Its flow was from George Street by way of Hamilton and Durham Streets, and Victoria Avenue to an outlet at the foot of Wellington Street.

The town's massive sewage pollution of the Scugog River and Sturgeon Lake had been a steadily mounting public scandal. Discussion intensified during the 1940's and 1950's. In February 1962 approval was given to a lagoon-type sewage disposal plant on an area of 110 acres in Ops township north of the town, to the east of the Scugog and the Bobcaygeon Highway. It was to have six "lagoons," separated by berms, and was to be the largest of its type in Ontario. The construction cost was to be $325,000 and the annual operating cost was estimated at $17,000.

Telephones in Lindsay

Lindsay was the third place in the British Empire to have telephones permanently installed. In 1881-82 a telephone exchange

was opened in a small room above the J.G. Edwards hardware store. The first domestic telephone was at the home of J.D. Flavelle and the first business telephone at the Dundas and Flavelle store. In 1883 long distance calls could be made from Lindsay to Port Hope by way of Omemee and Millbrook. T.J. Tilley, manager of the Lindsay exchange 1905-28, had 40 years of telephone service. A dial system was introduced in 1950. From the beginning, the Bell Telephone Company has been in charge of operations.

Summary of Public Utilities

The Federal census of 1961 gave the following information regarding the homes of Lindsay: of a total of 3,321 housing units, 2,231 were owner-occupied and 1,090 were rented; 3,187 had flush toilets and 3,034 had sewer connection; 3,235 had refrigerators and 3,311 had furnaces (oil 1792, gas 675, coal or wood 844); 3,010 had television; and 2,463 had a family car. Some 2,110 had been built before 1920 and the median value for all homes was $9,358. The average number of rooms was 5.5 per home. Some 331 housing units were listed as in need of major repair and 295 as crowded.

The Streets of Lindsay

The streets of the town were long notorious as sloughs of despond. The townsite consisted, for the most part, of cedar swamp and the roads seemed mere stretches of bottomless bog. Charles Britton, who came to Lindsay in 1837, often claimed to have run a pole twenty feet straight down in the centre of Kent Street without striking solid ground.

From 1890 to 1910, many unsatisfactory experiments were made with macadam, which persisted in sinking quietly to unknown depths. Five blocks of asphalt pavement were laid down on William Street North in 1910 and gave immediate satisfaction. From 1916 to 1918, during the mayoralty of Richard Kylie and chiefly because of his persistent advocacy, all the main arteries of traffic were paved with asphalt or concrete.

Prior to 1883, the town was bare of shade trees. In April of that year, an Act introduced by the Hon. S.C. Wood, provincial member for South Victoria, authorized a government bonus of twenty-five cents for each tree planted. The town council supplemented this with a subsidy of fifty cents for each tree, and tree-planting became the order of the day.

No thought was given to parks until May 1901, when the Board

of Trade undertook the development of the south half of the Kent-Sussex-Peel-Victoria block. This "Victoria Park" was now levelled and seeded for the first time. In 1907, Richard Sylvester sold the town, for park purposes only, the major portion of the north half of the same block, asking for it only $300, the price he had paid for it twenty-five years before.

In 1948, under the terms of the provincial Public Parks Act, the town council appointed Lindsay's first "Board of Parks Management." By June 1963 they could report the existence of some ten parks in the immediate vicinity:

(1) Victoria Park, on Kent Street, whose development began several decades earlier.
(2) Kawartha Park, which had been officially handed over to the town in July 1926 by a citizen's committee chaired by B. L. McLean. It was situated just north of the Collegiate Institute.
(3) Elgin Park, equipped with tennis courts, east of Angeline Street North.
(4) Marina Park, a 200-foot strip along the east bank of the Scugog, from railway property, north of Colborne Street East, to the ruins of the old chemical plant.
(5) Kinsman Park, on St. Patrick Street, with playground equipment for East Ward children.
(6) A beautifully planted park bounded by King, Queen and Caroline streets.
(7) The Rainbow Bridge area, where a foot-bridge crosses the Scugog from Russell Street East.
(8) The Durham Street Park, running down to the river near the CNR high level bridge. This area was bought by the Parks Board from the CNR in July 1951.
(9) The "Memorial Park" Auto Camp by the Scugog River on Lindsay Street South. This had been first acquired by the town in 1917. In 1964 it was augmented by the purchase of 16 acres from the Arsenal and in 1965 some 5,000 more evergreen trees were planted here.
(10) McDonnell Park, along the west bank of the Scugog from the Lindsay Street bridge to the Wellington Street bridge, had been progressively developed through the years. Its chief glory is an extensive rock garden (the work of the Lindsay Horticulture Society), replacing a former jungle of junk, bushes and broken-down boat-houses. A plaque commemorating "Purdy's Mills" was set up here by the provincial government in 1963.

About two miles north of Lindsay, a highway-side "Fairytale Park" was formally opened in July 1964. In this private enterprise (Percy Preston and Mervyn Courtemanche) a sort of Disney-land array of buildings and animals depicts the themes of various fairy stories.

Members of the Board of Parks Management in 1966 were as follows: Wm. Hogan (chairman), Robert Sills, Russell K. Taylor, Ernest McCalder, Dr. R.C. Wansborough, D.J. Warner, Mayor John Eakins, Dr. Reginald Hollows.

A Shelter for the Aged

The first step towards caring for the aged indigent of the town was made in April 1888, when a frame building on William Street opposite Makins' foundry was rented by the town as a Home for the Aged. A matron, Mrs. G. B. Helps, was placed in charge and supervision handed over to a Central Charity Committee. Mrs. Goodwin, Mrs. Neelands, and other lady directors were very active in this work.

In 1895, the inmates were transferred, much against their will, to the Mansion House building on the southeast corner of Glenelg Street and Victoria Avenue.

Meanwhile, a much larger institution, which would accommodate the indigent of the whole county, had been planned by the county council. In 1890, 1898, and 1900, elaborate investigations were made, and the councillors were unanimously in favor of taking action, but in each case the necessary by-law was defeated when put to the vote of the people. Finally, in June 1903, provincial legislation made it compulsory for all county councils to build Houses of Refuge before 1906, and action was forthcoming at last.

In October 1903, a committee of nine went on a tour of inspection of charitable institutions in other counties and decided to adopt the plans of the Lambton county House of Refuge at Sarnia. As a site, seventy acres on the Curtin farm, lot 18, Con. V, Ops, just southwest of Lindsay, was purchased for $7,425. The building contract was let to W. McLean of Woodville for $29,000. Waterworks and sewage systems were laid down in 1904 and the buildings set up in 1905. The main building was a three-storey structure of red brick, designed to accommodate 75 inmates. It was heated by steam and ventilated by an electric fan system. The cost of land, buildings and equipment totalled $47,250.

The institution was formally opened on October 25, 1905, by

the Hon J.W. Hanna, Provincial Secretary, and Dr. R.W. Bruce Smith, Inspector of Prisons and Charities. The first keeper was Robert G. Robertson, and the first matron Mrs. Robertson, his wife.

The Mansion House building, which was now vacated, was turned over as a Children's Shelter to the Children's Aid Society of Victoria county. This Society had been incorporated under the Gibson Act in January 1895, with Duncan Ray as its first president and Dr. W.L. Herriman as its first secretary.

A Munificent Memorial Gift

Lindsay was virtually without hospital accommodation under 1902, when it suddenly received one of the finest small hospitals in all Canada.

James Ross, a Montreal millionaire, offered in 1900 to build a hospital in memory of his parents, who had lived for many years in Lindsay, provided that town and county would guarantee its maintenance. The offer was accepted and a site purchased on the northeast corner of Kent and Angeline streets. Here, on a high, grassy knoll, 200 feet back from Kent Street, there rose, during 1901 and 1902, an imposing building of red brick based on foundations of white Longford stone. A main two-storey building, 86 feet by 60 feet, was flanked by east and west wings, each 28 feet by 32 feet. Every precaution was taken to make fire impossible. The frame consisted of steel girders; the floors were of English tile laid in cement; the main walls were of brick; the partition-walls of steel lath attached to iron studding; and the ceilings were sheet steel imbedded in cement.

The new building was opened by the donor with a golden key on November 27, 1902. The first Board of Governors comprised the following: Chairman, J.D. Flavelle; Secretary-Treasurer, J.R. McNeillie; Directors, John Austin, George Ingle, Thomas Stewart, Robert Bryans, and Mrs. J.C. Grace. The first Lady Superintendent was Miss Scott, who was assisted by a head nurse and four nurses-in-training.

Expansion has gone far beyond the original thought of the founder. A nurses' home was added in 1911, a maternity wing in 1931, and still another wing, costing $1,820,000, in 1960. These additions have raised the bed capacity from 35 to 139; but the Ontario Hospital Services Commission has ordained that this must be expanded to 229 beds by 1970, in order to implement the Government's health plans for the population of the area. In 1965, some

4,245 patients were admitted and 12,269 outpatients were treated. In the same year, $1,481,816 was spent to operate the hospital, of which sum $1,003,650 went in wages to people living in the community. The staff consisted of 40 doctors and 336 employees in all departments. Nurses' training was discontinued in 1955 but the hospital is now a recognized training centre for Registered Nursing Assistants.

The present chairman of the Board is Mr. W.G. Hodgson, the administrator is Mr. Eric Freeborn, the director of nursing is Mrs. Ruth Saanum, and the chief of the medical staff is Dr. W.C. Blackwell. Of the 15 Lindsay medical practitioners who are on the active staff, 7 have been certified as specialists or Fellows by the Royal College of Physicians and Surgeons.

Federal and Provincial Buildings

From 1861 to 1888, the post office was a modest frame building on Lindsay Street South, on the west side of the first block. A new building of brick was promised by the Federal Government in 1887 and the choice of a site wavered between the south side of Kent (near Cambridge) and Britton's corner (northeast corner of Lindsay and Ridout). The former site was criticized as being too far west and out of the centre of the town and a referendum, brought on by frantic disputants, gave a popular majority of 239 in favour of Britton's corner. It seems, however, that the referendum was out of order and that the Post Office Department had already purchased the other site. The criticisms of 1887, moreover, are no longer valid, for Lindsay, like most towns and cities in the northern hemisphere, has grown steadily towards the west and north.

A handsome building erected in 1888 was to prove reasonably adequate for the next 75 years but in 1963 a new "Federal Building" was built for $361,175 on the southeast corner of Cambridge and Russell. This houses not only the Post Office and the Customs Office but also the National Employment Service, the Veterans' Land Administration, and the Unemployment Insurance, Dairy Products and Federal Farm Credit offices.

Meanwhile the Provincial Government had put up two large buildings on Highway 7B (Kent Street West) in the new westward extension of the town—a $1,348,000 Girls' Training School (for 250 delinquent girls) and a Provincial Government Building to house the provincial departments of Agriculture, Education, Lands and Forests, Public Welfare, Public Works and Transport. Still another

building, as local headquarters for the Provincial Police, was built around the corner on the west side of Angeline North.

Opera House and Academy of Music

In the 1860's, Thomas E. Bradburn had built a two-story west wing on the town hall and leased it to the town council. The upper floor was used as an Opera House. Though painfully inadequate, it was all that the town knew for a quarter of a century. Here Ada Gray, the great actress, starred in *The Two Orphans* and here Joe Murphy, the Irish actor, appeared in *The Kerry Gow,* in which he made a horseshoe and shod a horse on the stage. Here too Mrs. Scott Siddons, the English elocutionist, shared a program with Maggie Barr, the mezzosoprano.

The Bradburn lease was to expire in 1893, and in 1892 a joint stock company, initiated by R.J. Matchett and F. Knowlson, prepared to put up a modern Opera House on the southeast corner of Lindsay Street and Kent Street East. Work was begun in July 1892 under the contractorship of William White, of Lindsay. The plans of the architect, W. Blackwell, of Peterboro, called for a four-storey building of red brick, 120 feet long by 55 feet wide. The stage was 54 feet in width by 38 feet in depth; and the proscenium arch was 28 feet in height. The auditorium was vaulted over with a magnificent domed ceiling. The seating capacity consisted of 500 in the gallery, 384 in the stalls and parquet, and 16 in the boxes, or a full house of 900 in all.

It was in this theatre that Marie Dressler made her first stage appearance at the age of five in an amateur play, *Living Picture,* organized by her mother. Marie posed naked as Cupid, with bow and arrow, but tumbled off her pedestal and got the first belly-laugh of her long career in comedy. Other performances were *Lucky Seven* (performed by Al Plunkett and "The Dumbells"), *My China Doll, Abie's Irish Rose,* and *All Aboard* (staged by a local cast of 100, to raise funds for a fountain in the park).

In the early 1930's, the Academy Theatre was drastically rehabilitated: the ceiling was dropped ten feet, new seats were installed, and a red curtain of Italian velvet was hung from the proscenium arch. In October 1936, a Little Theatre movement was launched in Lindsay, but presently lost momentum. On December 8, 1956, the *Watchman-Warder* noted that the Academy, having been used for movies for some time, was now closed down because of lack of public interest.

In March 1963, an "Academy Theatre Foundation" was established by local citizens in order to save the theatre for the town and district. The building was purchased, the sum of $65,000 was raised by public subscription, and the architect H.G. Duerr (who had planned the renovations of 1932) was engaged to undertake the new face-lifting. This version of the Academy Theatre was officially opened in September 1964 by Lieutenant-Governor Earl Rowe. In April 1965, the Kawartha Lakes Tourist Association sponsored a series of eight plays for the summer. Two months later the Province of Ontario's Council for the Arts gave $5,000 to the Academy Theater Foundation to facilitate the operation of the theatre.

The first cinema, known as "Wonderland," had been begun about 1904 by Fred Edmonds, at the foot of Kent Street. In 1907, it became "The Lyceum." Hi Meehan took charge, but later joined with W.H. Roenigk in operating the Academy as a moving picture theatre and the Lyceum was closed. A new incarnation was the Century Theatre, opened in June 1951, with K.G. Garbig as manager. This also did not prove to be viable in an age of home television.

A Few Municipal Statistics

Lindsay's population in 1921, according to the civic tax-rolls, was 8,025 and the assessment of taxable property stood at $4,262,942. By 1964, the population stood at 11,641 and the assessment was $14,841,810. The assessment commissioner pointed out, however, that in the case of property sold in 1963-64, the assessment value averaged only 31.45 per cent of the sale value. A more realistic figure for the total value of Lindsay property would therefore be $47,000,000. Residential property was assessed at $8,774,905 (or 59.12 per cent of the total), commercial and professional properties at $3,920,385 (or 26.41 per cent) and industrial property at $2,082,850 (or 14.03 per cent). Census figures showed, however,that whereas in 1961 Lindsay's factories had 1,550 employees with a payroll of $5,000,000 and sales of $18,750,000, the town's 56 stores (wholesale and retail) had 242 paid employees with a payroll of $597,900 and total receipts of $2,187,800.

The Record of Press and Radio

The present Lindsay newspapers, the *Watchman-Warder* (weekly) and the *Evening Post* (daily), are not only the oldest survivors of a

long line of journalistic enterprises in the county; they were actually among the earliest in point of establishment.

In 1856, a joint stock company, consisting of Messrs. Cottingham, Irons, Stephenson, McQuade, and others, set up a weekly *Metcalfe Warder* (Conservative) under the management of Joseph Cooper and Joseph Twell. Cooper had served his apprenticeship on the Dublin Warder, and to that fact the new paper owed its name. It became the *Omemee Warder* in 1857, when the village changed its title.

The *Canadian Post,* a Liberal Weekly, was begun in Beaverton in 1857 by C. Blackett Robinson and moved to Lindsay in 1861.

According to a *Canada Directory* issued in 1857, the field here had already been occupied by the *Lindsay Advocate* (Independent) under Edward D. Hand. The *Lindsay Herald* (Conservative) joined these two in 1863. Then, in 1866, the *Omemee Warder,* finding its position financially unstable, was spirited away by night and set down in Lindsay as the *Victoria Warder.* Finally, Peter Murray and W.M. Hale began the *Lindsay Expositor* in 1869.

Only two of these papers survived. The *Herald* and the *Expositor* died in infancy, and the *Advocate* sold out its equipment to the *Post* and the *Warder* in 1870.

In that same year, Robinson moved to Toronto and founded the *Canada Presbyterian.* The *Post* was left in the charge of his brother-in-law, George T. Gurnett, until 1873, when it was taken over by Charles D. Barr, night editor of the Toronto *Globe.*

Four years later, Cooper sold the *Warder* to John Dobson for $5000, and Edward Flood was made editor. Sam Hughes, a Toronto high school teacher, became proprietor and editor in 1885. Leading local Conservatives were soon dissatisfied with his management of the paper and backed Joseph Cooper in establishing the *Watchman,* another Conservative weekly, in 1888.

For two or three years, the local press indulged in orgies of Billingsgate probably unique in the annals of Canadian journalism. Its nearest parallel would be the mutual calumniations of the "Eatanswill Gazette" and the "Eatanswill Independent" in Charles Dickens' *Pickwick Papers.*

In time, Cooper sold out the *Watchman* to George Lytle, who in 1899, bought up the *Warder* as well and amalgamated the two papers as the *Watchman-Warder.* Lytle was succeeded as editor by Allan Gillies, who, with the assistance of Ford Moynes of the *Strat-*

ford Herald, launched a *Daily Warder,* commencing May 1, 1908. John W. Deyell, BA, then became proprietor.

Meanwhile, C.D. Barr was appointed county registrar in 1891, and the *Post* was taken over by George H. Wilson of Port Hope on July 1, 1892. His son, Roy Wilson, has been proprietor and manager since the 1930's. The weekly edition was supplemented by a daily *Evening Post* beginning April 8, 1895.

Two new rival papers were founded in 1895 and 1908, but were short-lived. Sam Porter, of the Post staff, published a *Lindsay News-Item* for a few weeks in 1895; and a *Free Press* that was started on May 8, 1908, by J.V. McNaulty and R.J. Moore, gave up the ghost on February 20, 1909.

During and after the Great War of 1914-18, newspaper costs became so crushing that the proprietors of the *Post* and the *Watchman-Warder* entered into an agreement by which, after Sept. 30, 1920, the former abolished their weekly edition and the latter their daily edition.

The *Watchman-Warder* appeared ready to fold up at the end of March 1966, but a fortnight later, after a financial blood-transfusion from Mr. Allan Wood of the Siona Co. Ltd., it resumed publication with Mr. Boyd Graham as president of Watchman-Warder Press Ltd. and Mrs. Marion Buckley as editor.

The pioneers in radio broadcasting in Lindsay between 1911 and 1954 were Jack Wilford, Neill Gregory, Bill Gregory and F. Tillcock. In 1954 Herb May and Neill Gregory joined forces to organize radio station CKLY, with a capitalization of $60,000 and a staff of seven. Licensed by the Board of Transport Commissioners, it was officially opened in December 1955.

A Century of Sport

The past hundred years have seen great local interest in sports of every kind. Perhaps no other factor in civic life has done more for the health and the democracy of the town, for participation has been general and the spirit of snobbish exclusiveness conspicuously lacking.

Water sports may conveniently be dated from the formation, on May 4, 1874, of the Victoria Boat Club. This club sought to encourage canoeing, rowing and yachting, but specialized in yachting. Some of the yachts that took part in the enthusiastic contests of the time were the Wide-Awake, the Wave Crest, the Breeze, the Spray, the Ruby, the Mazeppa, the Wave, and the Emma.

The lineal descendant of the Boat Club was the Lindsay Canoe Club, which, in 1884, built a large two-storey club boat-house at the foot of Kent Street East. The ground floor was stored with canoes and skiffs and the upper floor fitted up as a gymnasium. The pennant of the club consisted of a white diamond set in a crimson-bordered blue field and inscribed with a figure of a green bull-frog rampant.

This totem was appropriated in later years by Sturgeon Point but was less appropriate there than in Lindsay,

> "Where Scugog rolls its turbid tide,
> And bull-frogs bellow on its marshy side."

In 1889, the Lindsay Canoe Club was alleged to be the largest in the world, but its decline soon followed with the development of Sturgeon Point and the advent of the power launch. As late as 1939, a Yacht Club took on new vitality with Ed. Tangney as Commodore.

After many false starts, an outdoor swimming pool was built in 1950 in the northeast corner of Kawartha Park on land donated for the purpose by the Town Council. The sponsors of the $40,000 project were the members of the Lindsay Rotary Club. Tracey Brothers were the contractors.

Among winter sports, curling is preeminent. The Curling Club is a great force working for civic democracy, for here citizens of every creed, race, occupation, and condition of life play together in the utmost goodfellowship.

The club was first organized on December 11, 1876. Its original members were J. Watson (president), G.H. Bertram, D.J. McIntyre, J.M. McLellan, J. Matthie, W. Needler, S.A. McMurty, H. Gladman, Rev. J. Hastie, and J.D. Flavelle.

After a brief preliminary on the frozen Scugog just above the old stone mill, the first season was spent in a rink on Victoria Avenue rented from Thomas Fee. By the season of 1877-78, the club was housed in a rink of its own on Russell Street. A new rink was built on Peel Street in 1893 and this was completely renovated, redecorated, and equipped with artificial ice in 1953-54.

In 1909, after 33 years of play, the club had won more prizes and competitions than any other club in existence. A few only of its achievements were—the open event for all Canada and the U.S.A. at Montreal in 1884, the Ontario Tankard 5 times in 13 years, the Governor-General's trophy 4 times in 13 years, the Royal Caledonian Medal 3 times in 6 years, the International Cup 3 times in 16

years, and the Ontario Curling Association Medal 6 times in 13 years.

Three other Ontario Tankard awards were added in 1923, 1928, and 1942. J.D. Flavelle and Wm. McLennan had been skips for the first four wins (1897, 1898, 1902, 1905); Geo. Little and L.V. O'Connor were skips in 1908; Frank Carew and L.V.O'Connor in 1923; Richard Butler and Frank Carew in 1928; and Percy Skitch and H.C. Forsythe in 1942. At the time of his death in 1925, J.D. Flavelle had won most curling events, national and international, and was commonly regarded as the dean of the curling world.

A Lindsay Snowshoe and Toboggan Club was organized on December 11, 1885, with C.E.L. Porteous as president and W.A. Wilson as secretary. The club built a toboggan-slide on Lyons' hill in the North Ward and was active for several winters.

A Lindsay Skating Club Company, formed in December 1889, built a Lindsay Street skating rink. The management comprised J.A. Barron (president), J.D. Flavelle (vice-president), and F.C. Taylor (secretary-treasurer.)

Hockey now began slowly to develop. The climax was reached in March 1909, when the Lindsay "Midgets" won the Intermediate Ontario Hockey Association championship by defeating the Stratford "Midgets" 7-2 in Lindsay and 5-3 in Stratford. The successful team consisted of the following: Basil Newton (goal), Leon Koyl (point), Clifford Sullivan (cover), W. Stoddard (rover), Kenneth Randall (centre), Reg Blomfield (left), and Fred Taylor (right).

In January 1934 the Lindsay Kiwanis Club undertook to raise funds to build a new hockey rink, or "arena," on Russell Street. The building was ready by Christmas Day and was officially opened on January 3, 1935, with an exhibition game by the Toronto Maple Leafs. A bowling alley and a dance floor were presently added on the second storey. The arena was badly damaged by fire on February 6, 1945, but was promptly re-built with a 3rd floor for recreation purposes (pottery, painting, band practice, Teen Town, etc.). Hockey remained central, however, and in 1947 the Lindsay Midgets reached the finals against Port Colborne. In 1962, the Arena received further renovations at a cost of $60,000. In 1964, a ten-week summer hockey school was opened in the Lindsay rink. In 1966 a civic reception was given to a Lindsay Rotary Bantam team that had won a Bantam "A" championship at Port Huron, Michigan, against a field of 53 Canadian and American hockey teams.

On January 10, 1940, a Ski Club was formed with J.E. Anderson, KC, as president and Lloyd Flack as vice-president. In 1948,

after a moribund interval, it was reborn on a junior basis with Bob White as president and Ted Thomson as secretary.

Summer field sports have included cricket, lawn tennis, rugby football, baseball, and golf.

The Lindsay Cricket Club was founded in 1855, but the high-water mark in match play was attained on August 7, 1883, when the Lindsay cricket team defeated Toronto on the local school grounds by eight wickets. The Lindsay eleven were G.F. Hall, M. Boyd, J.C. Grace, G. Hallett, J.A. Barron, W. Grace, W. Jones, J.B. Smith, C. Veitch, R. McLennan and E. Mosgrove.

Not long before World War II, Mr. Paton Sr. helped to revive the game in Lindsay, and since the war it was stirred up again by the zeal of Mr. Percy Cox. Matches have been played with Peterborough, and the enthusiasm has been shared in by students at the LCI.

A Lindsay Hand Ball and Racket Club was founded in 1874, but was soon replaced by the first tennis club, organized on July 21, 1884, with C.E.L. Porteous, F. Harman, S.A. McMurtry, J.D. Flavelle, and T. Dean as an executive. The club was revived again in 1898. Grounds were secured on the southeast corner of Russell and Mill streets, an up-to-date club house built, and three courts developed under the picturesque old elms which embellished the grounds. Matches were played against teams from Millbrook, Port Perry, Uxbridge, and elsewhere. The three outstanding local players were Peter Kennedy, L. V. O'Conner and C.H. Sootheran. All three played in the provincial championship matches at Toronto, and Sootheran in 1911 defeated the champion of Idaho in the finals for the singles championship of Spokane, Washington.

A Rugby football club was organized in Lindsay in 1892 by W.H. Simpson, but met with no outstanding success until November 27, 1908, when, with a season's record of four wins and no losses, it won the Junior Rugby championship of Ontario by defeating the "Capital" team of Toronto by 5 to 3. The Lindsay fourteen comprised the following: full-back, Sylvester; halves, B. Green, Cotton, F. Green; quarter, Killen; scrimmage, McQuarrie, Dougan, Newton; wings, McHugh, Koyl, Conway, Murdie, McKenzie, McGregor.

In baseball, the day of greatest jubilation has probably been October 6, 1904, when Lindsay won the pennant of the Midland League by defeating Bowmanville 10-7. The Lindsay players in 1904 were Cinnamon, Lennon, Little, Marks, Menzies, Miller, McGill, McLaglan, Stalker, and Workman.

Golf came to Lindsay in 1902 when Messrs. J.D. Flavelle, G.H. Hopkins, C.D. Barr, J.G. Edwards, George Little, S.J. Plunkett, G.H. Matthie, and others began playing on a field on Corley's farm, just west of he town. By 1910, this raw pasture field had become the links of the Lindsay Golf Club, with a fine clubhouse and 40 playing members.

The roots of the Lindsay Community Lawn Bowling Club stretched back through the greens near St. Paul's Anglican Church to those of the old St. Mary's Bowling Club. The ecumenicity of the participation is matched by the honours won in district, provincial and national tournaments.

Walking matches were very popular in Lindsay in the 1870's. On May 24, 1879, J.W. Jewett issued a challenge to any man who could beat him in a 4-hour walking race in the drill shed, for a side bet of fifty dollars. He was defeated, however, by an Indian named Yellowhead, apparently one of the two Ojibwa athletes who had hopelessly outdistanced all white paddlers in a canoe race at Sturgeon Point the year before.

At about the same period a Victoria County Rifle Association became very active, with ranges in the township of Ops. One of its members, Major J.A. Williamson, went to England as a member of Canada's Bisley team. Seventy years later, a Lindsay Skeet Club revived the old interest in marksmanship and set up its own grounds and quarters on the northern outskirts of the town. In July 1965, an Archery Club was formed in Lindsay, with David Jackson as president. Its range was built on the Snug Harbour road, just off Highway 36.

Badminton has also been a popular game from time to time. In 1939, for example, the Badminton Club required 18 courts to accommodate the crowd of players.

For several decades, horse racing was a great spectator sport. There were summer and fall races and even winter races at the fair grounds and on the smooth ice of Sturgeon Lake. In more recent times, the sport has been confined to the three days of the Lindsay Central Exhibition. In 1944, a Lindsay Motorcycle Club was formed and indulged in "trail events" and "treasure hunts."

In August 1958 a "Bloodless Bull Fight," organized by the Chamber of Commerce with visiting bulls from Mexico and an invasion of spectators from Toronto, incurred a deficit of over $7,000. There had been a furore in the Canadian press over possible cruelty to animals, even without any shedding of blood, in this Mexican form of rodeo, and impressionable Canadians by the

thousand transferred their reservations to the next Calgary Stampede. The cost of the event was $29,289, with $8,818 going for bleachers and bull-pens.

More sedentary forms of recreation have been indulged in by a Potters' Guild, a Hand Weavers' Guild, a Lindsay Numismatic Society, a Lindsay Philatelic Society and a Lindsay Camera Club. There is even a "Senior Citizens Club," founded in 1965 and rearing to go.

In May 1947, when the Kiwanis Club turned the Lindsay Arena over to the town, a Lindsay Recreational Committee was formed, with a view to co-ordinating all sports and recreation in the area. With a budget of close to $30,000, it supervises summer and winter sports and is responsible for the recreational activities of the Arena. A fulltime director of recreation implements the policy decisions of the committee.

A Strong Hand in Clubs

The clubbability of Lindsay's citizens, of both sexes and all ages, has known no bounds, even apart from athletics. A mere roster of such organizations will be eloquent as to the helpful mutuality of conference and endeavour of the thousands of participants.

Among the seven literary clubs of Lindsay, the senior group is the Twenty Club (for men), organized in 1892. This was followed in 1899 by The Fortnightly Club (for women), in 1911 by the O.R.B. Club (for boys), in 1917 by the Progress Club (for men), in 1919 by the Dickens Club (for women), and in 1921 by the Fireside Club (for women) and the O.N.A. Club (for girls). All of these clubs meet monthly at the members' homes in rotation and hear and discuss on each occasion a paper prepared by one of the members, also in rotation. Literature and history are the chief fields of study.

Service clubs with weekly luncheons are the Kiwanis, the Rotary Club, and the Lions Club (complete with Lionettes). Meeting at less frequent intervals are the Canadian Club, the Kinsman Club, the Business and Professional Women's Club and the Business Girls' Club.

The Freemasons have three local lodges—Faithful Brethren No. 77 (fd. 1857), Gothic No. 608 (fd. 1922) and Midland Chapter No. 94, Royal Arch Masons (fd. 1886). A fine new temple for the three was built in 1965-66 at the corner of Ridout and Mill Streets. Other fraternal organizations are the Order of the Eastern Star, the Ca-

nadian Order of Odd Fellows, the Kawartha Rebekah Lodge, the Order of Moose, the Loyal Orange Lodge, the Ladies' Benevolent Association, the Knights of Columbus and the Catholic Women's League.

More various in orientation are the Imperial Order Daughters of the Empire (Kawartha Chapter and Lady Hughes Chapter), the Canadian Legion (Sir Sam Hughes Branch No. 67), the Lindsay Women's Institute, the Lindsay Horticultural Society, the Parent-Teachers' Association, the Red Cross Society, the Choral Society, the Boy Scouts, the Cub Scouts, the Girl Guides, the Brownies, the Little League and the Catholic Youth Council. A Victoria County Historical Society has been born three times—in 1901, in 1921 and in 1957. In its latest and most vigorous incarnation, it has founded an historical museum. located first in the old CPR station on Caroline Street and later on Highway 7B in the western outskirts of the town. In 1965, its quarters were already bursting at the seams and $35,000 was being raised to extend the building and beautify the grounds.

An Expanding Municipality

In July 1960, the Ontario Municipal Board approved of the annexation by Lindsay of 2,150 acres of Ops township, extending the town by a full mile to the north and west and by half a mile to the south. The new southern boundary was to run straight east and west, close to the north edge of Riverside Cemetery; the western boundary would run along the line of Highway 35; while the northern boundary ran east and west on about the line of Jennings' Creek ("the Old Distillery Creek"). These additions more than doubled the town to an area of 6 square miles.

A sequel was not long in taking shape. In March 1966, the Lindsay Planning Board approved of a ten-million dollar housing project in the northwest sector of the enlarged town. Known as "Oakwood Hill Development," and undertaken by the realtors, Bowes and Cocks, the enterprise would eventually contain 450 modern homes in the $14,500-$18,500 price range. Development would take place systematically over a 10-year period. A more central and more concentrated project was a $400,000, 36-unit luxury apartment, begun in June 1966 at the corner of Kent and Angeline streets.

According to an article in the *Post* for July 27, 1965, industrial commitments indicated that at least 1,500 new employees were coming to Lindsay in the five-year period 1965-1970. These, with

wives and children, would add 6,000 to the town's population, making a prospective total of 18,000. At least 800 new houses would be needed and the value of building lots had quadrupled since 1961. Population forecasts cannot be guaranteed but the omens are good and the town is bracing itself for major problems in housing, schools and public services.

The advent of new industrial personnel has already leavened with European diversity the original Irish-English-Scotch-French mixture of pioneer times. The 1961 census adds to Lindsay's 10,300 citizens of this earlier blend some 1,050 of other European stocks, made up as follows: Netherlands 371, German 264, Italian 81, Scandinavian 55, Polish 51, Hungarian 47, Ukrainian 45, Austrian 15, Finnish 12, Jewish 6, Czech and Slovak 5, Russian 2, other Europeans 96. There were also 10 Chinese, 4 Japanese, 2 other Asiatics and 3 Indians. An influx of still other thousands of industrial employees will no doubt heighten the cosmopolitan character of the town's population.

Plans for Canada's centennial in 1967 will make their impact on Lindsay. The Canadian première of the Centennial Pageant Play will be staged in the Academy Theatre. Lindsay was chosen as the starting-point of a two-day canoe race in July 1966, as a preliminary to choosing a six-man canoe team for a cross-Canada race in 1967. The town's own centennial project is the beautification of Victoria Park with a new bandshell, flower-beds, fountains and paved walks.

Chapter VII

THE RECORD OF THE ROCKS

The changes wrought in the appearance of Victoria County by a century and a half of Anglo-Celtic civilization are surely startling. Yet the inconceivably great epochs of time which lie in the geological past of the world saw stranger sights yet, and we must know this earlier history of the County if we are to understand some of the commonest features of the landscape of our own day.

Norland on the Pacific Coast of Greenland

Some fifty millions of years ago, in the Ordovician Period of the world, there were only three great continents, none of which corresponded to the great land masses of today. An "Indo-African" continent comprised modern Africa, Asia Minor, Arabia, India, the East Indies, and the whole vast intervening bed of the Indian Ocean. A "Brazilian" continent included the northern half of South America, the West Indies, and the Appalachian system of the United States. And a third or "Greenland" continent stretched from Quebec on the west and Greenland on the north over the whole of the North Atlantic to Scotland, where a lofty range of "Caledonian Mountains" was washed on the east by the Pacific Ocean (for most of modern Europe and Asia was still under water.) At the southwestern end of the Greenland continent, an "Algonkian Peninsula" ran across Northern Ontario and up west of Hudson Bay as far as Coronation Gulf. From this peninsula, a projection ran south into the "highlands" of Old Ontario. The central and western parts of

North America were not yet in existence and the waves of an even greater Pacific than that of today rolled over South Victoria to break on the stern granite shores of the continent near Uphill, Norland, Dongola, and Burnt River. Had modern man lived at that time, he could have sailed straight west from Norland to Edinburgh, Scotland, without changing his course. And had he sailed eastward, he would have witnessed tremendous volcanic eruptions in Nova Scotia and New Brunswick, then at the extreme north of the Brazilian continent. However, man was not yet on the earth. The highest forms of life were still only molluscs, which, in some cases, had shells fifteen feet long.

Practically all land at this time was granite rock, formed by the original cooling of the earth's surface and now emerged from beneath the oceans as three great mountainous continents. The sterile hills of North Victoria and Haliburton are thus part of one of the oldest mountain systems in the world, beside which the Rockies and Alps are only healthy babies of yesterday. Rivers among these hills brought down great quantities of silt and mud which were deposited in the ocean depths in South Victoria. Here pressure and heat transformed this sediment into limestone. Two successive formations are usually noted. The older is known commonly as the "Black River," but is now described by scientists as consisting (in this county) of Coboconk, Leray, and Lowville limestones. These strata outcrop chiefly to the north of the Kawartha lakes. The later formation, known as "Trenton" limestone, now overlies the Black River in parts of South Victoria.

By the advent of a somewhat later epoch, the Carboniferous, in which most of the important coal beds of the world were formed, southern Ontario and most of the western provinces had risen above the sea, thus joining themselves to the Greenland continent. Lindsay and the limestones of its district were now inland instead of beneath the ocean, and the waves beat on a new coast somewhere in Ohio and New York State. Never again was Victoria County submerged, and, as a result, we have no coal beds and no fossils except those of the very earliest times. Districts, however, which were submerged in the Carboniferous epoch show wonderful vegetation. There were no flowering plants; but ferns were sixty feet in height, horse-tails were ninety feet, and clubmosses actually grew to be five feet in diameter and one hundred feet high. Some forms of fish and some insects were abundant, but the higher classes were still missing.

Two further epochs, each a million or so years in length,

brought little change, but in the Jurassic Period huge reptiles ruled the world. In the lakes and seas swam the Plesiosaurs, ravenous, long-necked, forty-foot lizards with fins and a fishlike tail. On land waddled the monstrous Dinosaur, one hundred scaly feet in length. And the sky was darkened by hideous flying lizards. It was an age of nightmares, and its chimaerical forms of life would stagger belief were it not for the unanswerable fossil records laid bare in Wyoming and other parts of the Middle West. There is no doubt that these monsters roamed hungrily abroad in the fern forests of Omemee and Lorneville, but there erosion had its own way during the fifteen million years that came after, and swept away all traces of this early life which different conditions have preserved elsewhere.

In the next period, the Cretaceous, real sea-serpents, seventy-five feet long, swam along the ocean shore not far south of Ontario. The Eocene period, following that again, was marked by a complete disappearance of all the great reptiles. At this time, Europe, America and Asia were all joined together.

The Great Limestone Cliff

Later periods, the Oligocene, Miocene, and Pliocene, saw North America gradually take on its present shape. During all these epochs, commencing in Carboniferous times, the forces of erosion had been busy in Ontario. Between the granite and the hard superimposed Black River Limestones, and between the latter and the hard Trenton limestones, soft sandstones and shales had been laid down. As water, frost, and air carried out their slow work of destruction, these soft rocks were eaten away more rapidly than the others, and so created two broad plateaus of hard limestone, each faced on the north (eroded) edge by a precipitous cliff, ranging from 15 to 150 feet in height. These cliffs, known technically as "cuestas," are still quite distinct today, although obscured in places by later glacial drift.

The Black River cuesta has been noted by many geologists. It lies on the border between the limestone country and the granite country, and can be seen near Head Lake, in the Gull River valley above Coboconk, in the Burnt River valley, and at many other points.

The Trenton cuesta is a contribution of my own to the study of Ontario physiography. (For technical discussions see my article in

the *Canadian Mining Journal*, Vol. XLII, No. 11, pp. 213-214.) It lies to the south of the Kawartha lakes, outside of the region of economic minerals, and it is doubtless for that reason that it had hitherto been overlooked.

It can be traced best by starting just at the left of the Canadian National Railway at Mackenzie's Crossing, four miles north of Lindsay. Here it appears on the Dark farm, crosses the Fenelon Township boundary and then turns west, paralleling McLaren's Creek as far as the 2nd Concession of Fenelon. The so-called "Fenelon Hill," north of Lindsay, is chiselled down the face of this cliff, which is some millions of years in age. On Concession II, Fenelon, McLaren's Creek passes out through a wide valley in the escarpment. The latter turns north here and is easily traced as far north as Lot 10, Concession III, where it strikes west till due north of Cambray village. Here great glacial deposits of sand and gravel obliterate it, but it is found again just west of Islay. From Lot 15, Concession I, Fenelon, it cuts across to Lot 7, Concession XI, Eldon, just west of the township boundary, where it shadows the Glenarm road quite prominently. Thence it runs north till a little past Glenarm, then bends around to the west as far as Lot 10, Concession VIII, Eldon, where the CPR once passed through it. On Lot 10, Concession VII, a creek, tributary to Balsam Lake, passes out through a swampy valley. The cliff next proceeds up the 7th of Eldon as far as the former Balsam Lake Station, where it forms a very bold bluff before turning on a southwestern stretch towards Argyle. At Argyle is another stream valley; but on Lot 11, Concession II, Eldon, the cuesta appears again and runs west into Ontario County on the 5th Concession of Thorah.

Every foot of this thirty-five miles of Trenton escarpment, west from the Scugog River to Ontario County, I have explored personally, on foot or by bicycle. East of the Scugog, I have not yet followed it up so carefully; but I have located it at several points as far east as Pigeon Lake, and have no doubt that it is practically continuous right across the County. The Scugog flows out through a wide valley; but the cliff reappears on the Brien farm, just north of "Tillytown," and runs northeast behind Pleasant Point. It is steep here, but not precipitous. Following Sturgeon Lake for some distance, it turns down steeply west of Emily Lake; reappears to the east of Emily Creek; and, after circling north somewhat, runs down the west shore of Pigeon Lake. Here, on lot 18, Concession X, Emily, is the last outcropping which I have mapped personally.

Scugog River Once Flowed South

In the Pliocene Period, all rivers in this part of the country ran south or southwest, passing through the escarpment, and the plateau which it borders, by wide, steep-sided, rocky valleys. None of the present local lakes were in existence. Two small streams, which rose northeast of Fenelon Falls and Bobcaygeon respectively, flowed southwards down the centre of the two modern arms of Sturgeon Lake and joined their waters two mile south of Sturgeon Point to form the Scugog River. The Scugog then proceeded south, a little to the west of its present course. The business section of Lindsay was directly in the river bed. The river re-entered present water channels about the Scugog Lake shore boundary of Mariposa Township, and then flowed south, to the east of Scugog Island, and out by Myrtle on the CPR. The modern Scugog Lake was then not in existence.

Another river, the modern Burnt River, had the same upper course as today, with its Gelert and Irondale branches. There was no Cameron Lake, and the old river crossed its present bed from the northeast to the southwest corners. Fenelon Falls was a low limestone ridge, over which no water passed; for the river flowed southwest through a great gap in the escarpment three miles north of Cambray village and on through Goose Lake on the Mariposa-Eldon-Fenelon boundary. About four miles straight north of Oakwood, it was joined by another river whose main stream was the Gull River flowing down through Coboconk. This latter river was augmented, in what is now the bed of Balsam Lake, by tributary streams from Northwest Bay and Corben Creek. It then flowed south, penetrating the great cliff by a steep gorge a mile and a half straight south of Glenarm. The combined waters of the ancient Gull and Burnt Rivers proceeded southwest along the upper valley of Mariposa Brook and left the county near Manilla Junction.

Still another river began in twin streams which rose in Head Lake and Deer Lake, Laxton Township, and flowed down the upper watercourses of Perch Creek and Talbot Creek respectively; then formed a junction near Kirkfield, and passed to the southwest near Argyle and Lorneville.

All these rivers were of very long duration, and had worn wide, permanent channels through the hard limestone plateau, which sloped gently towards the south. At many points the edges of their valleys are still discernible; and the ancient drainage system was mapped out by scientists nearly seventy years ago.

Lindsay Under a Mile of Ice

At the close of the Pliocene Period, about a million years ago, there came a time when the northern half of the continent, as far south as Ohio, was covered by an immense glacier. The cause of this glaciation is sometimes ascribed to a diminution of carbon dioxide in the air and sometimes to a great periodic wobble in the earth's axis which, so they say, shifted the earth's zones for a time. Whatever may have been to blame, Lindsay was crushed under an almost imperceptibly moving sheet of ice, a mile in depth. Several of these Ice Ages followed one another, with temperate periods in between.

The chief result of the glaciers was the smothering of the older drainage systems. Clay, sand, gravel and boulders were scoured from off the land farther north and deposited over the countryside. Almost the whole aspect of this area today, apart from the limestone outcroppings already described, is the result of these glacial deposits. Typical sand and gravel ridges are found on Lot 10, Concession IX, Eldon, whence the Port McNicholl line drew ballast in construction days; on Lot 11, Concession II, Fenelon, two miles north of Cambary; on Lot 23, Concession VII, Fenelon, on the southwest shore of Cameron Lake; and at the Lindsay sandpits. Much more important was the formation of a great range of morainic hills running east and west a few miles from Lake Ontario. This range is nearly twenty miles across, from Mt. Horeb and Omemee to Orono and Rossmount, and extends from Orangeville as far east as Trenton. It blocked the old river systems completely, and today all the drainage waters of Victoria, Haliburton and Peterboro counties must push far to the east until nearly north of Trenton, before they can slip past this great barrier. But some blockage took place farther north even than the Durham hills. The river channels straight south past Glenarm and Cambray were choked up. The Gull River filled the broad shallow basin of Balsam Lake and slopped over at the lowest point, at Rosedale, into the next river basin. As this, too, had been blocked, the water spread out to form Cameron Lake until it spilled for the first time over the limestone ridge at Fenelon Falls into the next valley. Here, again, the Scugog channel was so clogged up with glacial rubbish that the water had to form Sturgeon Lake and overflow across a limestone rim at Bobcaygeon. More than this, the valley of the Scugog was so filled in that a shallow puddle at its southern end, the present Scugog Lake, is actually eight feet above Sturgeon Lake, which lies

in the higher levels of the old preglacial valley. It is just possible, however, that before the Bobcaygeon channel wore down to its present level the Scugog valley was flooded and the two lakes were joined for a time.

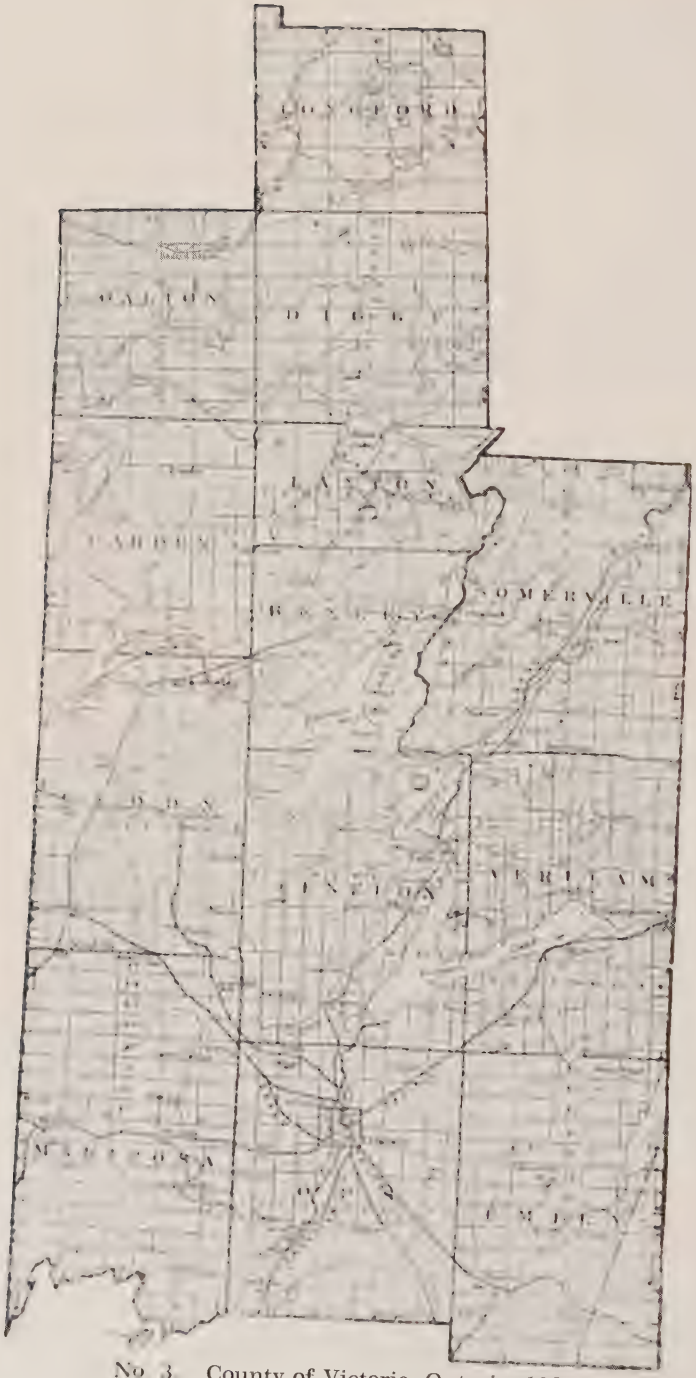
Ancient Niagara River at Fenelon

However, before the drainage system took on permanently its modern form, there intervened a short period when this region assumed considerable importance. It was just at the close of the last glacial epoch. A great barrier of ice, slowly melting northward, lay across the granite highlands from the Adirondacks to North Bay and Lake Superior. Lake Iroquois, larger than the Lake Ontario of today, occupied its present basin and much adjoining territory as well and had its outlet near Rome, New York. Lake Algonquin, a much larger lake still, took in most of the basins of Huron and Michigan and covered considerably more land to boot, for the pressure of the great ice sheet just to the north had pushed the surface of the earth hereabouts much lower than before or after. A broad bay of this lake ran down from the northwest into what is now Lake Simcoe. Another bay ran east from near Rohallion. This bay had a very irregular outline. It formed narrows between Kirkfield and Victoria Road, then expanded into a larger Balsam Lake, and spread out into the Cameron Lake basin as well. Deep embayments ran up all the old preglacial river channels to north and south. Just south of Rosedale was an island two miles long. As the shore of Lake Algonquin lay just east of Bolsover, Horncastle, Carden and Uphill, this Rohallion bay was thus about sixteen miles in length, terminating at Fenelon Falls.

Through it, for a long time, passed all the waters of this upper lake system, which, at this period, emptied down through the Kawartha Lakes into Rice Lake, then a bay of Lake Iroquois. The first fall was at Fenelon, where this "Algonquin River," a mile in width, roared down thirty feet (instead of the present twenty-three) into Sturgeon Lake. The bared rock floor and undercut banks of this great river may still be traced in the neighbourhood. Sturgeon Lake was a little larger than at present, but very similar in shape. At Pleasant Point, the first slight rise on the road to Lindsay, just at the edge of the swamp behind the cottages, marks the older shore of the lake. Gravel beaches and bars have been located near all the shores of the present lake, in no case more than a mile from the water. At Bobcaygeon came a second fall, this time

No. 1. Court House, County of Victoria *(David Lowe)*
(Courtesy of Mrs. Lowe)

No. 2. Council, County of Victoria, 1966



No 3. County of Victoria, Ontario, 1921
(Dept. of Mines and Technical Surveys)

No. 4. Newcastle District, Upper Canada, 1826
(Courtesy, Public Archives of Canada)

No. 5. County Court House, Lindsay, 1863 (Beall Scrapbook)

No. 6. Air Photo, Fenelon Falls and Vicinity
(Dept. of Mines and Technical Surveys)

No. 7. Air Photo, Bobcaygeon and Vicinity
(Dept. of Mines and Technical Surveys)

No. 8. Lindsay in 1830 (sketch by W. A. Goodwin)
(Beall Scrapbook)

No. 9. Fenelon Falls in 1841 (sketch by Anne Langton)
Courtesy, Fenelon Falls Library

No. 10. Bobcaygeon, first locks and mill (Miss Lowe)
Courtesy of Mrs. William Davis

No. 11. Omemee, 1830's, looking east on King Street (Beall Scrapbook)

No. 12. Omemee, primordial oxcart (Beall Scrapbook)

No. 13. Omemee, looking west on King Street (Beall Scrapbook)

No. 14. Lindsay, Kent Street, about 1867 (Beall Scrapbook)

No. 15. A circus comes to early Lindsay (Beall Scrapbook)

No. 16. An arch to welcome the Prime Minister, 1877
(Beall Scrapbook)

No. 17. Steamship "Anglo-Saxon"
(Lindsay Historical Museum)

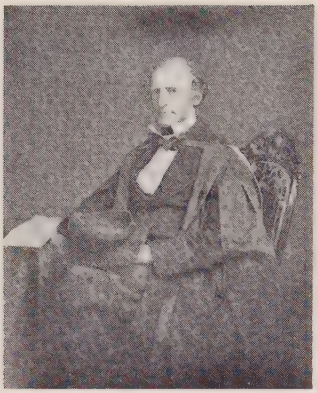
No. 18. Canal locks at Lindsay

No. 19. Canal locks at Fenelon Falls (Beall Scrapbook)

No. 20. Railway engine built in 1872 (Beall Scrapbook)

No. 21. In a snowbank in Ops (Beall Scrapbook)

No. 22. Railway engine, model of 1966
(Courtesy Charles H. Heels)



No. 23 John Langton
(Auditor General of Canada)
Ontario Archives

No. 24. James Wallis,
founder of Fenelon Falls.
Courtesy Fenelon Falls
Library.

No. 25. Thomas Matchett
County Clerk, 1875-1900
Ontario Archives

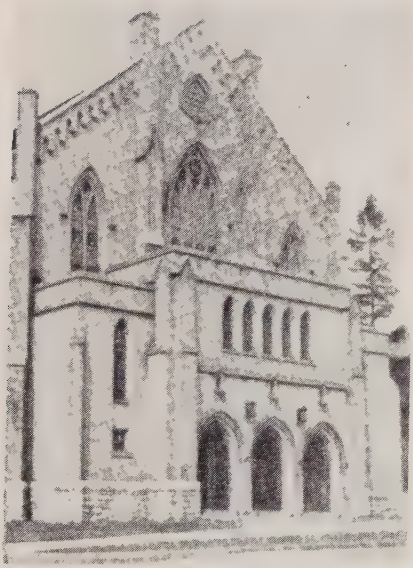
No. 26. Hon. Samuel Casey
Wood
Provincial Treasurer
Ontario Archives

No. 27. Sir Sam Hughes,
KCB, Minister of Militia

No. 28. Hon. Leslie Frost,
PC, Premier of Ontario

No. 29. St. Mary's Roman Catholic Church (Beall Scrapbook)

No. 30. St. Paul's Anglican Church (Beall Scrapbook)



No. 31. Cambridge Street United Church (Beall Scrapbook)

No. 32. St. Andrew's Presbyterian Church (Beall Scrapbook)

No. 33. The first town school in Lindsay, sketch by W. A. Goodwin (Beall Scrapbook)

No. 34. The old Central School, Lindsay (Beall Scrapbook)

No. 35. The Lindsay Collegiate Institute, 1928 (Beall Scrapbook)

No. 36. The great flood in Kinmount (Beall Scrapbook)

No. 37. The great fire in Kinmount (Beall Scrapbook)

No. 38. Sgt. McCrae welcomed home at Omemee from the South African War (Beall Scrapbook)

No. 39. Ross Memorial Hospital, 1902 (Beall Scrapbook)

No. 40. The Armouries, Lindsay

No. 41. Public Library, Lindsay

No. 42. Championship curling team, Lindsay (Beall Scrapbook)

No. 43. LCI hockey team, 1909

No. 44. Shooting match, Kinmount, 1885 (Beall Scrapbook)

No. 46. War Memorial, Lindsay

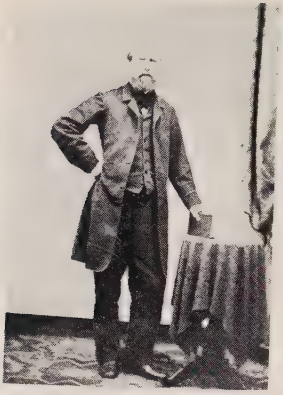
No. 47. Purdy's Mills plaque (Courtesy, Frankie MacArthur)

(Left) No. 45. Air photo, Lindsay and the Scugog Valley (Dept. of Mines and Technical Surveys)

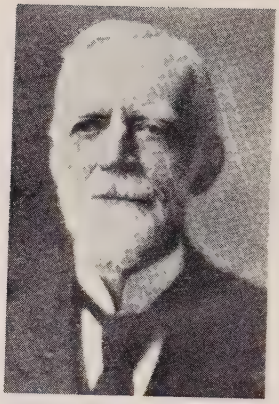
No. 48. Lindsay's post office, 1861-90 (Beall Scrapbook)

No. 49. Lindsay's post office, 1890-1964 (Beall Scrapbook)

No. 50 Town wharf, Lindsay, 1900 (Beall Scrapbook)

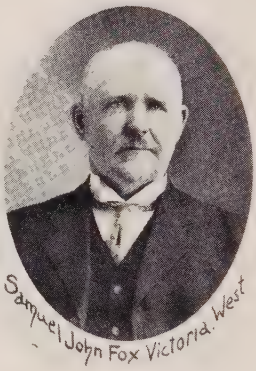


No. 51.
James W. Dunsford, MP
(Archives of Ontario)



No. 52. George W. Beall, jeweller (Beall Scrapbook)

No. 53. C. D. Barr,
Registrar of Deeds
(Beall Scrapbook)



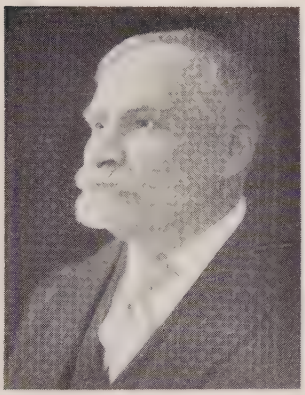
No. 54. S. J. Fox, MPP
1898-1911 (Ontario
Archives)

No. 55. A. E. Vrooman,
MD, MP (Ontario
Archives)

No. 56. Hon. Arthur
Welsh, Provincial Secretary
(Archives of Ontario)

No. 57. Most Rev. Fergus McEvay, Archbishop of Toronto

No. 58. Most Rev. Michael Spratt, Archbishop of Kingston



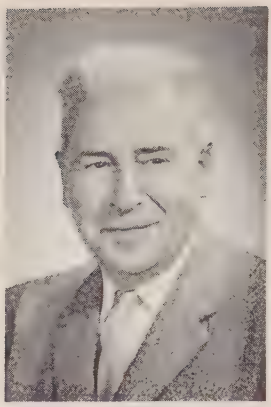
No. 59. R. J. McLaughlin, KC, founder of Victoria Trust (Courtesy, Hugh J. McLaughlin)

No. 60. Edward Hall, president, University of Western Ontario

No. 61. John Deyell, founder of John Deyell Limited (Courtesy, Mrs. John Deyell)

No. 62. W. H. Clarke, founder of Clarke, Irwin Ltd. (Courtesy, Clarke, Irwin)

No. 63. William Cottingham, Warden 1865



No. 64. Franklin L. Weldon, County Clerk 1927-67

No. 65. The Scugog, facing north, 1875 (Beall Scrapbook)

No. 66. Lindsay, Central Exhibition Grounds, 1910

of only six feet, instead of the seven of today. The wide, strongly scoured rock-floored channel, grown up here and there with juniper, is even clearer here than at Fenelon Falls.

Even at this late period, some 30,000 years ago, the mammoth, a huge, woolly elephant with curved tusks ten feet long, trumpeted defiance through the subarctic spruce forests of Woodville and Coboconk, and herds of caribou ranged from Omemee to Kirkfield. Nor were human hunters lacking for such tremendous game; for along with their bones in the deep Iroquois beach deposits north of Toronto have been found the flint weapons of Indians.

But change came, gradually and inevitably. As the great ice barrier to the north melted away and removed its weight, this whole region tilted up towards the south, so that Fenelon Falls, which was formerly lower than Sarnia, is now 260 feet above it. As a result, Lake Algonquin was poured back to the present Georgian Bay shore line and found a new, lower outlet by way of St. Clair, Erie, and the Niagara River.

Strange, True Geological Wonders

Men in these latter days seem to have lost their capacity for wonder. The unseeing eye was probably never so common as in these times of supposed enlightenment. Yet surely we can force a momentary thrill by remembering that Norland and Burnt River were once on the Pacific coast of a great Greenland continent, that the Scugog River once flowed south, that Lindsay was once buried under a mile of ice, and that the Niagara River of a former age foamed down through Fenelon Falls and Bobcaygeon.

Chapter VIII

ANNALS OF THE RED MAN

Scattered broadcast over our countryside lie the evidence of an earlier civilization than our own. The removal of primeval forest by the pioneers of the last century laid bare the bones and potsherds of a vanished race; and even yet the plough turns up their tools and weapons and furrows through earth that is blackened by the ashes of their village fires. A few of these traces belong to a people whose diminished descendants still linger on in fenced-off corners of our land, but by far the greater number must be ascribed to times more remote and to tribes of somewhat different cultures. For the Indian tribes now with us did not enter these hunting grounds until the second quarter of the 18th century, while most of the village sites in Victoria County are surmounted by huge white pine stumps whose age pushes the antiquity of occupation vastly farther back.

A New Time-Dimension

It is only during the past twenty-five years that archaeology has begun to give us Amerindian history in depth. As recently as the 1940's, the use of the Carbon-14 dating technique, measuring this radio-active element in organic material from different horizons in camp-sites, has opened up undreamed-of vistas of the past. Deposits in Texas and Nevada carry back North America's stone age to 35,000 B.C. and 22,000 B.C. respectively. Sites at Hope, B.C., and Sheguiandah, on Manitoulin Island, are dated from around 9,000 B.C., while more primitive stone artifacts at this latter stone-quarry

are under glacial deposits, showing that still earlier tribes were using the same quarry before the last Ice Age, about 30,000 B.C. Subsequent dated phases of Amerindian civilization in Ontario are as follows:

(a) The Laurentian culture, in the Bruce peninsula, about 3,000 B.C., or contemporary with the first pyramids of Egypt. It was preceramic and preagricultural, but produced beautiful stonework.

(b) The Old Copper culture, noted for its beaten copper implements, a large cache of which has been dug up at Farquar Lake, near Haliburton. A campsite near Pembroke was excavated in 1962. The Old Copper culture also dates from around 3,000 B.C.

(c) The Point Peninsula culture, adding pottery to the Laurentian culture, has campsites along the Ottawa and St. Lawrence valleys. It dates from around 1500 B.C., or shortly before the time of Moses.

(d) Contemporary with Alexander the Great (356-323 B.C.) came the immigrants of the Hopewellian race who built the Serpent Mounds on the north shore of Rice Lake and near the South Bay of Balsam Lake.

(e) About the close of the 12th century A.D., contemporary with Richard the Lion-heart and Saladin, the Iroquoian culture began to take shape in Southern Ontario, represented in various respects by the Neutrals, the Tobacco Nation, the Hurons and the Iroquois. At the present time, researchers, with only a small amount of the data gathered in, are debating lustily as to the focus of the new cultural development, the direction of its propagation and the extent to which new ideas were accepted and blended by the Indian women who made the pottery.

In Victoria County there are some 70 reported Indian village sites—55 earlier than the Mississauga settlement in the 1740's and some 15 definitely Mississaugan. In view of the known presence of Indians in Southern Ontario for over 10,000 years since the last Ice Age, it would be rash to assume that all of the 55 early sites existed simultaneously and in Huron times. Human occupation in Southern Ontario has almost the same antiquity as in England and no one would dare to suggest that all of England's monuments from Stonehenge and Avebury down to King's College, Cambridge, were simultaneous products of the Tudor period. Only two of the Victoria County sites—the "Benson Village" on lots 5 and 6, Concession II, Bexley, and the "Hardrock Village" on the west side of Indian Point, Balsam Lake—have been examined (by Dr. J.N. Emerson) with modern techniques. Peace pipes, harpoon tips,

gambling discs, a giant pot and human skulls were found but even here no attempt was made at Carbon-14 dating. As a matter of fact, only twelve C-14 dates have been recorded in all Ontario, none of them in Victoria County. Not until a cheap and easy field technique for carbon-dating has been invented and applied to all the county's 55 village sites at all their horizons will it be possible to establish here a true chronological record of Indian pre-history.

One site that is almost certain hereafter to fill out an ancient chapter in the County's story is a semicircular mound, 12 feet wide and 220 feet long, on Lot 23, Concession II, Fenelon, near the South Bay of Balsam Lake. Immense pine stumps that were found growing above it by the White Man put its age back undertermined centuries before the arrival of the French. It is meaningless as a defensive work or as the basis for a game drive, and is virtually certain to be a serpent mound, close kin to the famous specimen on the north shore of Rice Lake, in Peterborough County. It is actually twenty feet longer than the Rice Lake Reptile, but is coiled rather than stretched straight out. It may be remembered that the master prototype, the Great Serpent Mound in Adams County, Ohio, is both elongated *and* couched in semicircular coils. One can envisage a time when the Balsam Lake Serpent site will be carefully cleared, searched for bones for carbon-dating (along with an adjacent village-site that lay nearer to a small stream to the east) and made a prize exhibit in an historical park, set up and serviced by the Province of Ontario.

A Choice of Village Sites

Back through the almost endless millenia when all travel was by canoe, the present county was crossed from east to west by one of the main aboriginal waterways—namely, the Trent Valley river system and the Kawartha Lakes, crossing west by portage from Balsam Lake to the Talbot and Lake Simcoe and by its Severn outlet to Georgian Bay—while an important lateral line ran north from Balsam Lake up the Gull River system and over to the headwaters of the Madawaska. It was to be expected that village sites would be chosen again and again at strategic points along these great travel routes. Many villages were indeed so located, but an even larger number were inconspicuously placed on small streams at a considerable distance from through traffic. How can this be explained?

As an enlightening case of the reasons for the choice of Indian campsites, let us consider the Cambray complex of four Huron villages, on Lots 9, 10 and 12, Concession I, and Lot 6, Concession II, Fenelon Township, near where the north branch of McLaren's Creek flows out of Goose Lake. This lake itself is shaped like a potato, a mile and a half from north to south and nearly a mile from east to west, and lies nearly 100 feet above the level of Sturgeon Lake, six miles to the east. The stream that drains it descends a hundred brawling feet in the course of its first mile. As the name "Goose Lake" implies, the place must have been a seasonal rendezvous for the migratory Canada Goose, but this was scarcely an economic justification for year-round villages, one of them perhaps the largest in the county. As for fishing, Sturgeon Lake (probably an English mistranslation of the Mississauga name for the indigenous lunge or maskinonge) offered fifty times the catch, unless perchance the salmon, then plentiful in Southern Ontario, could be speared and netted as they ran up the precipitous little stream.

Before dismissing such campsites, however, as perhaps chosen for safety from marauding war-parties that swept up the Trent-Kawartha-Simcoe water-highway, let us first turn to more utilitarian considerations. The women of the community, who made all of its pottery, would want clay deposits, reasonably stone-free, that could be readily kneaded and moulded. Turning to the county's one 20th century brickyard, on Lot 15, Concession V, of Ops, just south of the Trans-Canada Highway's crossing of the Scugog, we find it based on "Smithfield clay loam." When we examine a soil map of the county, we find this same Smithfield clay ("stone-free, slightly alkaline, grey-brown podzolic") in deposits just east and south of the swampy muck surrounding Goose Lake. It is also found on Lot 1, Concession III, of Fenelon, where I have examined still another campsite on the south branch of McLaren's Creek. For growing maize, there were adjacent areas of Waupoos clay loam near Goose Lake and an area of Brighton sandy loam on Lot 1, Concession III. In other words, the needs of the women for pottery and primitive agriculture were duly met. Incidentally the county's chief cranberry beds lay beside the lake.

The men's chief handicraft was the making of flint arrowheads, spear-points, knives and scrapers. Only five flint workshops have been located in Victoria County, three adjacent to Balsam Lake, one on Bobcaygeon Island, and one—you may have guessed it—on Lot 9, Concession I, Fenelon, in the heart of the Goose Lake campsites. As a source of flints, this quarry may well have also served a

complex of five other Huron campsites in the Glenarm area, four miles north by a forest trail.

Nor is this all. To east and west of Goose Lake there lies almost the only deposit in the County of morainic "Pontypool sand," rising in great kames and eskars from 950 to 1,000 feet above sea level. On the summit of one of these, east of the lake, on the west half of Lot 10, Concession I, is the only Huron ossuary, or giant burial pit, ever found in the County. The fact that the sand lent itself so readily to making a huge excavation with primitive tools no doubt accounts for the choice of this spot for cemetery purposes. Other Huron ossuaries have been found in the sand hills of Durham County to the south, but this sole deposit in Victoria County may well have been a combination of Arlington Cemetery and Westminster Abbey for scores of villages to north and South. That the area was a well-known one, and not a sequestered hide-away, is indicated by a furious battle here in 1740 when an Iroquois war-party was ambushed and wiped out by Mississauga bands closing in on the Cambray valley from the north and the south.

Pre-Mississauga Camp Sites in Victoria County

The diligent researches of the late Colonel George E. Laidlaw of Victoria Road made it possible to set down a list of fifty-five of these early villages. The outstanding difference between these sites and some fifteen others of more recent times lies in the complete absence of iron weapons and other signs of contacts with Europeans and in the great age of the trees that over-lay them when first cleared by White pioneer farmers. Many of these sites are now almost obliterated through long years of cultivation and are distinguishable only by the blackness of the soil in which their ashes are mingled.

The townships of Emily, Ops and Mariposa reported no traces of occupation to Colonel Laidlaw. For the rest of the county the record stands as follows:

VERULAM TOWNSHIP: (1) A large site on Lot 6, Concession V, overlapping on adjacent lots; (2) The east half of Lot 26, Concession V.

FENELON TOWNSHIP: (1) Lot 1, Concession III, on low ground near McLaren's Creek, south branch; (2) Lot 6, Con. II, on a level bank on the north side of a spring, at Cambray village; (3) The north half of Lot 9, Con. I, on a point of land jutting west into Goose Lake; (4) Lot 10, Con.I, east of Goose Lake; (5) Lot 12, Con. I, a

very large village on top of a high bank nearly a mile northeast of Goose Lake; (6) East part Lot 21, Con. I; (7) East part, southwest onehalf, Lot 22, Con. I; (8) Lot 23, Con. I; (9) West half Lot 23, Con. II; (10) Birch Point, Balsam Lake, being broken front, Lot 26, Con. III; (11) Perrington's, Long Point, Balsam Lake, on a hill between West Bay and South Bay; (12) West part, lot 26, Con. IV; (13) Lots 14 and 15, Con. VI; (14) Lot 18, Con. VI; (15) Lot 23, Con. VI, being a small camp on a knoll; (16) Lot 10, Con. X, being at Sturgeon Point, on rising ground a few yards west of the township line.

ELDON TOWNSHIP: (1) Lot 12, Con. X, five miles north of Goose Lake; (2) East half Lot 20, Con. VII; (3) Lot 22, Con. VIII, a large village on the high north bank of Grass River; (4) Lot 23, Con. III, a very compact site at the north foot of Logan's Hill and just south of Butternut Creek; (5) Lot 41, South Portage Road; (6) Lots 44 and 45, South Portage Road, a semicircular site on high ground on the south side of a range of hills that lies to the south and east of Kirkfield; (7) South end, Lot 59, South Portage Road, a mile south of Grass River, on the north side of a hill; (8) Lot 54, North Portage Road, on a point on the south shore of Mitchell's Lake; (9) North end, Lot 56, North Portage Road, a small fishing camp near the former exit of Grass River from Mitchell's Lake.

BEXLEY TOWNSHIP: (1) Lot 1, North Portage Road, Rummerfield Hill; (2) Heaslip's Point, Lot 2, Northwest Bay, Balsam Lake; (3) Head of Portage, Block E, Balsam Lake; (4) Barrack's, Block E, Balsam Lake; (5) West side of Indian Point, Balsam Lake, about three-quarters of a mile from the end; (6) West half, Lots 5 and 6, Con. II; (7) Lot II, Con. II, on the crest of a small tongue of land running into a swamp; (8) Lot 9, Con. III, on a bend in Perch Creek; (9) Lot 5, Con. V; a large village strategically placed commanding the divide between Raven Lake and Balsam Lake; (10) Lot 18, Gull River Range.

SOMERVILLE TOWNSHIP: (1) Lots 56 and 57, Front Range, on rising ground half a mile east of Shadow Lake; (2) Lot 60, Front Range, a quarter of a mile from the previous site but on the opposite side of a lateral valley; (3) Lots 69, 70 and 71, Front Range, on a flat 200-yard ledge, fifty feet from the east shore of Shadow Lake.

LAXTON TOWNSHIP: (1) East half, Lots 8 and 9, Con. IX, on the south side of Beech Lake; (2) Lots 11 and 12, Con. VIII, about 400 yards from the northern edge of the limestone territory, which ends here in an abrupt escarpment; (3) Lot 12, Con. VII, 240 rods northwest of the previous one and 50 rods east of Head Lake. All of

the Laxton villages are on the portage trail from Gull River to Head Lake.

DIGBY TOWNSHIP: Lot 25, Con. III, on the Head River two miles below Head Lake, on the same canoe route as the Laxton villages.

CARDEN TOWNSHIP: (1) Lot 6, Con. X, on a high gravelly hill; (2) Lot 6, Con. V; (3) Lot 18, Con. IV, covering five or six acres in a valley on the east side of Lower Dalrymple Lake; (4) Lot 21, Con. IV, close to Lower Dalrymple Lake.

Thorough search by Colonel Laidlaw failed to reveal any village sites in the granite regions of Dalton and Longford. In addition to the pre-Mississauga sites just detailed in other townships, he reported some 48 other localities throughout the county in which Indian relics have been found but without the ash-beds that are the only sure proof of village occupation.

The Character of Huron Civilization

I have already stressed the fact that Indian tribes dwelt in these forests and fished in these waters for many thousands of years before the comparatively recent Iroquoian culture, that included the Hurons, took shape about 700 years ago. The Jesuit missionaries who lived and laboured among the Hurons in 1626-1650 have left in their *Relations* an incomparably full and vivid account of that community's works and ways; but we must not project an identical civilization back into the long millenia of the earlier tribes.

As described by their Jesuit friends and shepherds, the typical Huron house consisted of a scaffolding of saplings about thirty feet in length, breadth and height, and covered over with sheets of bark. Doors opened at opposite ends, and on entering one saw a single room with broad shelves four feet from the ground, running along the wall on either hand, as in a large sleeping car. Fires were built on the earthen floor down the centre of the room, and the smoke filtered out through a hole in the roof. At night such a Huron lodge would be like a glimpse of hell, a chaos of fire and smoke, with dark, naked bodies strewn around amid a bedlam of shrieking children and snarling dogs. In some of the larger villages, a house was sometimes extended to many times its normal length and here the infernal confusion was even worse confounded. From twenty to one hundred families would be mingled together in a welter of noisy lawnessness.

Their staple food was Indian corn, without salt, prepared in a

variety of unpleasant forms. Dog-flesh was highly prized and easily obtained, while the more elusive venison and bear-meat were reserved for times of special feasting. Human flesh was also devoured whenever they were fortunate enough to capture some of their enemies. There was always a prelude of torture, after which the bodies were divided and boiled in kettles. On a single occasion in 1639, one hundred Iroquois prisoners were added to the Huron dietary. The Jesuit missionaries at St. Joseph, twelve miles west of Orillia, were repeatedly urged to join in the feast, and their hosts even threw a cooked portion in through their chapel door.

Agriculture was the foundation of the Huron system of society, yet their methods were very primitive. The land was cleared by alternate burnings and choppings around the base of each individual tree. The charred stumps were left in place and the squaws scratched the ground between them with hoes of wood and bone. The crop consisted of corn, beans, pumpkins, tobacco, hemp and sunflowers. The sunflowers were used only for the purpose of securing hair-oil from their seeds. This hair-oil constituted the complete summer costume of one of the Grey County Tribes.

The general dress of the Hurons was, however, more adequate, and was formed of skins, cured with smoke. The men in summer retrenched to moccasins and a breech-clout; but the women were commended by the Jesuits for the modesty of their attire. Girls at dances were the only notorious exception. In winter, the warriors donned tunics and leggings of skin, and on occasions of ceremony wrapped themselves in robes of beaver or otter fur, embroidered with porcupine quills.

Huron women lived most unlovely lives. A youth of wantonness passed quickly into an old age of drudgery. Romantic love and courtship, occasionally ascribed to these people by irresponsible sentimentalists in our own day, were smothered out in the hot, dissolute shamelessness of the crowded lodge. Marriage was usually temporary and experimental, and consisted in a girl's acceptance of a gift of wampum. Divorce could be secured at the whim of either party.

Once a mother and established as a permanent wife, the Huron woman became a household drudge, sowing maize, tilling the charred earth, harvesting, collecting firewood, smoking fish, curing skins, and making clothing. All pottery was of her manufacture. For this, she would take suitable clay, and knead it thoroughly with her hands and feet, adding betimes some such tempering material as pulverized shells, quartz, or mica. The resultant paste

would then be rolled out into long snakelike strips and these carefully coiled up into the form of a pot. As the vessel took shape it was continually smoothed and fashioned inside and out by the bare hand moistened with water. The finished product was a globular urn with a constricted neck and a decorated collar. For its final hardening, it was dried and then baked in coals from the fire.

The men's manufactures included their homes, their tools and weapons of flint, their pipes, and their birch bark canoes. The fashioning of flint was a quick and simple process. The fragments of stone were first secured by lighting a fire on the bedrock and then throwing cold water on the heated surface. Then from the hollow shaft of a goose-quill would be formed an instrument like a medicine-dropper or a fountain-pen filler, and to its upper end was lashed an animal's bladder filled with cold water. The prospective tomahawk or spearhead was next heated in the fire and held between two sticks while the flint-worker touched it here and there with the cold, moist quilltip and splintered off the flakes of rock with great skill and greater rapidity. Some writers have in the past claimed that the cold flint was shaped with a small chisel of bone, but Indians themselves have assured me that the "heat and water method" was the only genuine, as well as the only practicable, system in existence. Five flint workshops have been located in Victoria County, as follows:- (1). On the southwest corner of Ghost Island, Balsam Lake. (2). On Lot 5, South Portage Road, Bexley, on a flat bank near Grass River. (3). On Block C, Bexley, on the shore of Balsam Lake near the Trent Canal entrance. (4). On the west and south shore of Bobcaygeon Island. (5). On Lot 9, Con. 1 Fenelon.

Another product of masculine ingenuity was the wampum. This was a mysterious fabric of white and purple beads made from the inner parts of certain sea-shells from the Gulf of Mexico. Wampum was used for necklaces, collars and bracelets by girls at dances. It also served as currency, and for the confirmation of treaties. The tribal records were likewise kept in strings of wampum, and in such cases beads of different colors and sizes were taken to represent certain syllables, thus making the wampum the equivalent of a written language. Certain men in each tribe were trained to an understanding of this mnemonic system and even today a few individuals remain who can "read the wampums."

In summer and autumn the men would engage in their more serious employment, fishing from their birch canoes with bone hooks or hempen nets, hunting for deer, trading wampum and corn

for the fish and furs of their nomad Algonquin neighbors on the north, or risking their lives on some far-off foray into the territory of their enemies. But before the New Year all would be gathered in their villages for the winter season of idleness. Gambling, smoking, feasting and dancing now took up their time. Their gambling was a primitive "crap" game played with plum-stones or wooden lozenges or even with circular discs of pottery, large numbers of which I have found on site (1) in Fenelon township, as listed above. No limits existed in their reckless betting, and a man often staked and lost his weapons, his clothes, and his wife. Feasting was entered upon almost as desperately and a Huron host would frequently sink all his substance in providing one superlative banquet to the entire village.

One of the most remarkable customs of the Hurons was their Feast of the Dead, held every twelve years. As individuals died from time to time, their bodies were either buried in the earth in a crouching posture or strapped on a scaffold in a tree. These obsequies were, however, only temporary, and at intervals of twelve years all the corpses of the tribe were brought together and buried in one large, circular pit. The Jesuit Fathers were eye-witnesses of one of these ghastly celebrations, and have left us their report. Each village first exhumed its dead, and carefully scraped the bones of all except the most recent corpses. These hideous relics were then suspended from the rafters of homes while mourners held a funeral feast beneath them. They then set out for the central burying-place of the tribe, marching along the forest-paths with their carrion and bundles of bones on their shoulders. When all the villages had assembled, funeral games were held and orations made by the chiefs. Then all complete corpses were carefully ranged around the bottom of the pit and the loose bones thrown in pellmell on top amid indescribable clamor and lamentation. Finally logs, earth and stones were thrown on top and the unearthly shrieking subsided into a despairing chant.

Such were the customs and manners of the Hurons when the French first found them in Simcoe County in 1615, and such, undoubtedly, had been the customs and manners of those living in Victoria County a few years before.

But Victoria was soon to be depopulated. The Iroquois Confederacy in New York State was developing such societal concentration and warlike ferocity as to menace the existence of all its neighbors. In 1595, according to Lescarbot, a war-party of Iroquois wiped away all tribes from the St. Lawrence Valley. This great

danger doubtless forced the retirement of the Rock and Deer Hurons to the west of Lake Simcoe, as well as the development there of the large palisaded towns so common in Simcoe County but apparently so rare in the more peaceful era when Victoria County was occupied.

The First White Man in Victoria.

The first white man in Victoria County was a Frenchman. In 1615 Samuel de Champlain, the great explorer, went up the Ottawa River by canoe with two French companions and ten Huron Indians. He crossed through Lake Nipissing, skirted the east shore of Georgian Bay, and finally reached the Huron county in the County of Simcoe. Here he undertook to join a party of 2500 warriors on an expedition into the heart of the Iroquois country. The flotilla of war canoes left the shores of Lake Couchiching on September 10, 1615. Champlain in his Journal, makes brief mention of the territory through which they passed:

"We continued our journey toward the enemy and went some five or six leagues through these lakes [Couchiching and Simcoe]. Then the savages carried their canoes about ten leagues by land and we came to another lake, six to seven leagues in length, and three in breadth. From this lake flows a river [the Trent system] which discharges into the great lake of the Entouhonorons [Ontario]. After traversing this lake, we passed a fall and continuing on our course down this river for about sixty-four leagues, entered the lake of the Entouhonorons. On our way we portaged around five falls, in some cases for four or five leagues. We also passed through several large lakes on the river system. The river itself is large and abounds in good fish. All this region is certainly very fine and pleasant. Along the banks it seems as if the trees had been set out for ornament in most places; and it seems that all these tracts were in former times inhabited by the savages, who were subsequently compelled to abandon them from fear of their enemies."

In spite of the mistiness of this description and Champlain's notorious errors in estimating distances, we should have little difficulty in tracing his course across this county. He would skirt the east shore of Lake Simcoe as far as the Talbot River, and here, on the south bank, on Lot 12, Concession 9, Thorah Township, step ashore at a spot still known traditionally as "Champlain's Landing." He would cross by the ancient trail, now Portage Road, to Balsam Lake. Before dams and locks were built at Rosedale

there was little difference in level between Balsam and Cameron lakes, and Champlain would probably get the impression that they were one long body of water,—hence the dimensions which he gives. He could not, however, fail to notice Fenelon Falls, then not the meek, domesticated sluice-way of today, but a virgin cataract, eighty feet wide, foaming down twenty-three feet into a rocky gorge; and we are not surprised to find it mentioned in his narrative. Further details of his trip must be left to speculation. We do know that for centuries the Indians portaged direct from Bridgenorth on Chemong Lake, to Peterboro, a distance of six miles, thus saving a fifty-mile detour through Deer Day and Clear Lake, and a spot on the high sandy shore near Bridgenorth is known traditionally as "Champlain's Rest."

The great Frenchman passed back through this territory once again. The expedition against the Iroquois was a failure; Champlain himself was wounded; his Huron allies refused to lend him a canoe in which to descend the St. Lawrence to Quebec; and he was compelled to pass the winter with them. The return trip to Simcoe County was a trying ordeal. The war party waited on a lake north of Kingston till December the 4th, when the lakes froze solid; and then started for home on snowshoes. Mid-December saw Champlain and his twenty-five hundred warriors swarming in a dark rabble across the snowy surface of Sturgeon, Cameron and Balsam lakes. They reached their goal two days before Christmas. Some authorities have supposed that the long temporary camp of the party was at Bridgenorth, but there is nothing in Champlain's narrative to suggest this. Besides, Bridgenorth is less than eighty miles from the Huron county by the most circuitous route, and it is hardly conceivable that the picked men of the nation, eager to reach the warmth and comfort of their villages, would take nineteen days (at a speed of four miles a day) to cover this distance on snowshoes.

The Downfall of the Hurons.

The warfare between the Iroquois and the Hurons, in which Champlain's expedition of 1615 was only an incident, came to a sudden end in the middle of the century. In 1649, while Charles the First was being executed in England, the Iroquois determined to close in on Simcoe County with their entire force. The chief Huron towns were stormed. The inhabitants were butchered or taken captive. Three of the Jesuit Fathers, Daniel, Brébeuf and Lale-

ment, suffered martyrdom. A remnant of the doomed nation fled for the winter to islands in Georgian Bay, there to waste away with starvation. With the return of the Iroquois in the spring of 1650 a little handful of Hurons paddled with the surviving Jesuits by the Ottawa route to Quebec. Others fled far to the north and west of Lake Huron. Today their only representatives are a few hundred half-breeds in Oklahoma and at Lorette, near Quebec. The Iroquois campaigns of 1649-50 practically exterminated the Huron nation.

For nearly a century the Iroquois roamed unhindered over the deserted country of the Hurons. They planted villages on the shores of Rice Lake and the Otonabee River and tilled the soil there. There is a tradition of a Mohawk camp in Oak Orchard, Sturgeon Point, but its authenticity is uncertain, and the relics found there may belong to the earlier, Huron period.

The Coming of the Mississaugas.

Retribution, though long delayed, overtook the Iroquois at last. The avengers of the Huron nation were the Mississaugas, an Algonquin tribe from near Sault Ste Marie, who trace their lineage back to the Shawnees of Kentucky. Early in the 18th century, hunting parties of the Mississaugas started drifting down over central and western Ontario. Here they were set upon and massacred by the Iroquois. The outcome was a Mississauga council of war in 1740 and the launching of a great punitive expedition against the enemy. The story of that grand foray, as handed down in Mississauga tradition, makes stirring reading. The conflict opened with the annihilation of a Mohawk force on the "Island of Skulls" in Georgian Bay. In Victoria County the Iroquois resistance stiffened, and eight swift, bloody battles had to be won before the Mississaugas could slash their way through to the east. Near Coboconk, on Lots 18 and 19, Gull River Range, one may still see the pits from which beleaguered Mohawks fought to the death. Another party was wiped out on a small island off Indian Point, Balsam Lake, and just west of the modern steamboat channel. A band of Iroquois were ambushed in the valley of Goose Lake, north of Cambray and slaughtered there. Other parties clashed at Sturgeon Point and Ball Point, and some, who retreated up the Scugog past Lindsay made their last stand at Caesarea, on the east shore of Scugog Lake, and at Washburn's Island. At the latter place the warriors fought in the shallows up to their waists in water, and for long years afterwards

the waves kept washing human bones up on the beach. Still another party was cut down on Lot 28, Concession 7, Verulam, about five miles north-northwest of Bobcaygeon. Then the exultant Mississaugas swarmed eastward down the Trent system.

But the warlike Iroquois were not yet wholly discomfited. They checked the Mississauga rush for a moment at Cemetery Point, Peterborough, and then fell back on their Rice Lake encampments. Here from the mouth of the Otonabee six miles east to Roach's Point, ensued one of the bitterest and most sanguinary struggles in the history of Indian warfare. It was no surprise attack but a pitched battle fought by land and by water and contested every foot of the way with amazing ferocity and determination. Over a thousand Iroquois had died fighting, before their party broke and fled. There was a brief rally at Cameron's Point, near the foot of the lake, but the struggle was really over, and the Mohawks were soon in full retreat towards Lake Ontario, with the Mississaugas in pursuit. Nor was this the end of this stirring campaign; for the Mississauga expedition actually crossed into New York State, besieged the Iroquois in their villages there, and enforced a treaty by which the Mississaugas were admitted as an additional tribe in the Iroquois Confederacy.

The Days of Mississauga Settlement.

A general migration from their northern home into the land thus cleared of Mohawks was the immediate result of this season of Mississauga warfare. From 1746 to 1750 they fought with the Iroquois against the French, but suffered reverses and withdrew from the Confederacy. However, they continued to occupy Southern Ontario. Victoria County, for the first time in 150 years, was again dotted with villages, though not as thickly as in Huron times.

Fifteen of these Mississauga villages in or adjacent to the County have been listed as follows:-(1). West half lots 8 and 9, Concession 6, Ops, near Stony Creek (or East Cross Creek).

(2). Lot 10, Con. 3, Ops, at the mouth of West Cross Creek.

(3). On the shore of Scugog Lake, just south of Port Perry.

(4). On Lot 5, Con. 11, Verulam. This is a sandy site about fifty rods from Pigeon Lake.

(5). At Pleasant Point, Sturgeon Lake.

(6). On the site of the Presbyterian manse, Cambray village.

(7). On the west part of Lot 26, Con. 4, Fenelon. This village was on a terrace touching the shore of South Bay, Balsam Lake.

(8). Lot 29, Con. 3, Fenelon, on east shore of Long Point, just across South Bay from the previous site.

(9). Lot 21, Con. 9, Eldon.

(10). Southeast corner, Indian Point, Balsam Lake.

(11). Lots 19 and 20, Gull River Range, Bexley, near Coboconk.

(12). Lot 24, Con. 2, Somerville.

(13). East half Lot 1, Con. 8, Laxton. This is on a flat on the south shore of Deer Lake.

(14). Lot 12, Con. 7, Laxton.

(15). Lot 18, Con. 4, Carden. This is on the east side of Lower Dalrymple Lake.

The Mississaugas were a tall race, characterized by fine physique and a heavy, prominent nose. They probably equalled the Iroquois in bravery and strength but lacked their solidity of character and capacity for organization. Their prowess in war needs no vindication, but they never established a strong, concentrated civilization after the manner of the Iroquois and the Hurons. They depended far more on hunting and fishing than on agriculture, and so lived in small, scattered groups throughout their domain. Their homes were not the rectangular bark lodges of Iroquoian peoples, but round wigwams built by planting poles in a circle, tying their tops together, and fastening birch bark or grass mats around the outside as walls.

From this period dates a "deer fence," which was found, in pioneer days, running east from Goose Lake, near Cambray, to Sturgeon Lake, five miles away. This fence was made by felling trees in a long row and piling brush along them. Gaps were left at intervals, and here hunters would take their places while beaters drove the deer along the fence. The frightened animals would pass through the gaps and there be shot down at a point blank range that made arrows fatal.

From this era, too, dates the legend of Manita. In the version told me by Johnston Paudash, son of the Mississauga Chief at the Nanabazhoo Reserve, Rice Lake, Manita or Nomena ("light of love") was the daughter of a great Mississauga chief who lived at Pleasant Point, Sturgeon Lake. Ogemah, an Iroquois chief, paddled alone from his own country to ask for her in marriage, but was murdered by a jealous Mississauga brave. About 1886 a poem on this theme was published in Lindsay by the late Mr. William Mc-

Donnell. This poem is a pretty little idyll, but as a portrayal of Indian psychology it is hopelessly sentimental and therefore unbelievable. It also substitutes Huron for Mississauga, Sturgeon Point for Pleasant Point and brings Ogemah on the stage by way of Lindsay, the wrong direction entirely.

Mr. Paudash also assured me that the war paint used by Indians was for the purpose of camouflage in the forest. This device would therefore antedate the Great War by several centuries. The Indians also had a system of signalling with the arms, much like the "semaphore" system, but each position of the arms represented a syllable and not a letter. They also signalled by passing a deerskin in front of a fire-light in a fashion that foreshadowed the heliograph.

The Surrender of the Soil.

In 1763, by the Peace of Paris, France relinquished to England all claim on Canada. In the same year, the English issued a proclamation conceding to the Indians the right of occupancy upon their old hunting-grounds and their claim to compensation for its surrender.

In accordance with this policy, the English government treated for and obtained in 1784 a formal cession of the tier of townships now fronting on Lake Ontario from Toronto east to Trenton. This satisfied the land-hunger of Anglo-Saxon colonists for more than three decades, but its area was not permanently adequate. At last, on November 5, 1818, the chiefs of the six Mississauga tribes, Buckquaquet of the Eagles, Pishikinse of the Reindeers, Paudash of the Cranes, Cahgahkishinse of the Pikes, Cahgagewin of the Snakes, and Pininse of the White Oaks, were summoned to Port Hope. There they sold to the Crown a great block of land comprising the modern counties of Peterborough and Victoria, and twenty-eight adjoining townships or parts of townships in Hastings, Northumberland, Durham, Ontario, Muskoka and Haliburton. For this tract, comprising well over two million acres, the purchase price was set at £740 in goods to be delivered yearly forever to the Mississauga tribes of the district. After this contract had been signed, however, the Deputy Superintendent General of Indian Affairs added a strange postscript announcing that the government proposed to issue only ten dollars in goods annually to each man, woman and child alive at the time of the sale. This payment would cease with their death; and individuals born after November 5, 1818, would receive nothing. Thus, by a stroke of chicanery, fifty-seven Ontario

townships passed to the white man for a brief dole of merchandise. (See *Indian Treaties and Surrenders,* Vol. 1, page 49, published by the King's Printer, Ottawa.)

The history of the Mississaugas since contact with the white man has been a slow tragedy. Originally numbering several thousands, they were so debauched by the white man's whiskey and so ravaged by the white man's diseases that only a few hundreds were left by the second quarter of the last century. A system of reserves was presently instituted. In Victoria County the Mississaugas were settled on "Indian Point," Balsam Lake, but the soil, a thin sheet of very stony Dummer loam, barely covering level beds of limestone, was useless for agriculture. They therefore pooled their annuities and bought a tract of land, lean but arable, near the north end of Scugog Island. Here they now number 56. Other Mississauga reserves in Ontario are at Curve Lake, northwest of Peterborough, numbering 584; at Hiawatha, southeast of Peterborough, on Rice Lake, numbering 116; at Alderville, Alnwick Township, south of Hastings, numbering 219; and at Credit, Six Nations, near Brantford, numbering 500. The total number of the Mississaugas in 1965 was thus 1,475. From 1867 to 1963, the total Indian population of Ontario had grown by natural increase from 13,107 to 47,260, or more than three and a half times the total at Confederation.

A hangover of the old Indian activity in the fur trade was revealed in a report of the Ontario Trappers' Association for 1965. The year's sale of pelts in the Lindsay area totalled $320,008, with beaver leading the list. A total of 10,259 beaver pelts brought trappers $186,707. Raccoons came next, with 3,777 pelts bringing $20,218. Next in order came otter, lynx and mink. Clearly the primordial trade in furs is far from extinct.

Chapter IX

KAWARTHA NAVIGATION

Extending across Central Southern Ontario from the Bay of Quinte to Georgian Bay is a chain of lakes and rivers by which the Indian aborigines had from time immemorial transnavigated the province. Where this great canoe route crosses Victoria and Peterborough counties, its waters are known as the Kawartha lake system.

The history of navigation on this system is as old as human occupation. While the Indians, however, were able to portage their craft over watersheds and around falls and rapids, the heavier draught boats gradually developed by white men made necessary a system of locks and canals. The record of navigation on the Kawartha lakes is, therefore, bound up intimately with the canalization of the water route. The canal system, known today as the Trent Valley Canal, has been under construction for 134 years, and is not yet finished.

The first suggestion that such work be undertaken was made in 1827, when a petition, signed by a Mr. Stewart and others, was presented to the Legislature of Upper Canada. A committee was appointed by the Lower House to consider the proposal and reported that it was "exceedingly desirable and important that those waters which constitute the chain of lakes and rivers which run in a southeasterly direction from Lake Simcoe and which empty into the Bay of Quinte by the River Trent should be examined and surveyed by competent persons with a view to ascertaining how far they might be rendered navigable and the probable cost attending same."

Nothing was done, however, until February 1833. An Act was then passed appointing Commissioners to "receive plans and execute works necessary to the improvement of inland waters of the Newcastle District, commencing at the mouth of the Otonabee, which discharges into Rice Lake, and extending to Lake Scugog." For this purpose the Commissioners were authorized to raise £ 2000 ($8000) on the security of tolls.

The Commission at once proceeded to let a contract to Messrs. Pearse, Dumble and Hoar for a short canal and lock at Bobcaygeon. The lock was to be of wood, 119½ feet long by 28 feet wide, with 7¼ feet of water on the sills at high water and 4¾ feet at low water. The canal was to be 973 feet long. This unit was to connect the navigation of Chemong, Buckhorn, and Pigeon lakes with Sturgeon Lake and the Scugog River as far up as Purdy's Mills, now Lindsay.

The work at Bobcaygeon was begun in 1833 and completed in 1835. The contract price was £1600, and the contractors did extra work to the value of £84. From the Commissioners, however, they actually received only £918, because of pecuniary embarrassment which had overtaken one of the Commissioners, who had been entrusted by the rest with making disbursements. In the end, the Legislature had to make good a balance of £766.

A Season of Surveys.

Meanwhile several general surveys were under way. It seems understood that the small wooden lock at Bobcaygeon was only a temporary expedient and that the government was planning works on a larger scale, with stone locks, extending from the Bay of Quinte to Georgian Bay.

In 1833 the Lieutenant-Governor instructed N.H. Baird to survey the section from the mouth of the Trent to Rice Lake and to estimate the cost of making it navigable for vessels drawing five feet of water. All locks were to be 134 feet long by 33 feet wide. Baird reported that in the 61 miles from Trenton to Rice Lake there were five main impediments to navigation:—(1) at Nine-mile Rapids, (2) at Chisholm's Rapids, (3) at the rapids between Percy Landing and Crow Bay, (4) at Healey's Falls, and (5) at Crook's Rapids. To eliminate these obstacles he prescribed 37 stone locks, 18 dams, and 4¾ miles of side-cuts, all at an estimated cost of £233, 447. 6s. 1½d.

In 1834 a charter was granted to a private company to build a

canal from Port Hope, on Lake Ontario, to Rice Lake. The authorized capital of the company was £50,000. Surveys were made. The distance of the only feasible route, from Orton's Creek, Rice Lake, to the pier at Port Hope, following the curves of the ravines, was 14 miles. The estimates of the engineer, Robert A. Maingy, MLC, MS, on a canal 22 feet wide and 4 feet in depth, with locks 70 feet by 14 feet, was £101,426. 6s. 6d. Of this sum, £60,000 was to cover unexpected excavation on the summit ridge near Rice Lake. The company did nothing within the seven-year limit set by the government and the charter lapsed in 1841.

In April 1835, Sir John Colborne, then Lieutenant-Governor, instructed N.H. Baird to survey the second section of the main transprovincial canal, from Rice Lake to Lake Simcoe. His report divided this unit into five sub-sections, as follows: (1) Rice Lake to Peterborough, 21 miles with a rise of 4½ feet, requiring 2 dams and 1 lock; (2) Peterborough to Clear Lake, 14 miles, with a rise of 147½ feet, requiring 6 dams and 14 locks; (3) Clear Lake to Bobcaygeon, 31 miles, with a rise of 38⅓ feet, requiring 2 dams and 5 locks; (4) Bobcaygeon to Balsam Lake, 26 miles, with a rise of 34 feet, requiring 3 dams and 5 locks; and (5) Balsam Lake to Lake Simcoe, 16½ miles, with a fall of 118½ feet, requiring 12 locks. The distance of the whole section from Rice Lake to Lake Simcoe was thus approximately 110 miles. The estimated cost of construction, including standard stone locks, 134 feet by 33 feet, was £262, 067.16s 4d., Halifax currency, or $1,048,271.27.

In 1837 still another survey was undertaken. It had been suggested that a much shorter route than that already mapped out might be had by running a canal from Lake Simcoe to Scugog Lake and from Scugog Lake south to Lake Ontario. A civil engineer named Killaby was instructed to examine the physiography of the region. He ran a line from Port Darlington on Lake Ontario up Barber's Creek past Bowmanville and north to Scugog Lake, and found that the summit of the morainic ridge which intervenes between the two bodies of water was at its lowest point 250 feet above Scugog Lake. Lack of water on these higher levels made the use of locks impracticable and wholesale excavation, rivalling the Culebra Cut, was considered out of the question. This route was therefore abandoned.

No further surveys were made for some time, for the new administration which took over after the Act of Union of 1841 abandoned the trans-Ontario scheme and dismissed all thought of examining the section from Lake Simcoe to Georgian Bay.

Further Construction in the Thirties

Considerable construction had, however, been prosecuted in the meantime. In 1836 the Legislature had divided the canal, so far as surveyed, into two sections: A Trent Division, from Trenton to Healey's Falls and an Inland Division from Healy's Falls to Scugog Lake. Two Boards of Commissioners were appointed, one for each division, and work was begun in 1837 with N.H. Baird as supervising engineer. £16,000 was voted to the Inland Division.

Work was done at Healey's Falls, Crook's Rapids, Whitla's Rapids, Buckhorn, Bobcaygeon, and Purdy's Mills.

At Bobcaygeon it was found that the original designs were so defective that the bottom of the wooden lock was dry at low water. Repairs were therefore made, an embankment built near by, and a dam constructed at Buckhorn Lake, all at a cost of £3,500.

At Purdy's Mills, now Lindsay, a wooden dam and a lock, 134 feet by 33 feet, by 5 feet, were to be built. In 1837-38, the site of the lock was excavated to a depth of seven feet and coffer dams were made around the excavation. Lumber for dam and lock was prepared and delivered on the ground. The lock was partly framed. By 1839 some £1,200 had been spent; but £1,300 more was needed to complete the undertaking. Funds were not forthcoming from the Commissioners and the contractors abandoned the works, leaving the materials to waste and rot for five years before anything further was done.

Prior to February 1841 the total expenditure on both divisions of the canal amounted to only £44,398 or $177,592.00.

Progress Under Board of Works.

On the union of the provinces in 1841, the canal system was placed under a Board of Works, which was the forerunner of the later federal Department of Public Works. The chairman of this Board recommended the abandonment of the original trans-Ontario scheme on the ground that the route was too shallow and circuitous and that the cost, estimated at $3,000,000, was prohibitive. He further recommended that the locks already started be finished and that timber slides be prepared.

The wooden lock and dam at Lindsay were completed in 1844. The lock was 131½ feet long by 32½ feet wide, with an 8-foot lift. The dam was a truss frame structure, 280 feet long and 9 feet high, on a 30-foot base. The lock at last went out of repair and when, in 1857, the railway from Port Hope reached Lindsay, its renewal was

deemed unnecessary. In 1859, a 54-foot slide was built through the lock. The lower gates were removed and the lower part of the upper gates formed the breast of the slide.

The channel of the Scugog River above and below Lindsay also claimed attention. In the lower river three cuts were made to eliminate some of the more intolerable meanderings of the stream. In the upper river the outstanding impediment was a region of shifting weed-beds which tended to bedevil the channel at the foot of Scugog Lake. No remedy for this was found.

At Bobcaygeon, a general reconstruction was accomplished in 1857. The wooden lock was replaced by one of cut stone masonry, 134 feet by 33 feet, with a 7¼ foot lift. The gates were of solid timber and rested on wooden sills. A canal above the lock, 973 feet long, was faced and floored with timber and plank, and guard piers, 130 feet long, were placed below the lock.

In 1858, two slides were built and a basin and two mill-races excavated. One slide was for squared timber and the other, in the "Little Bob" channel, for sawlogs. A dam of truss and crib work was likewise built across the channel, 1262 feet in length, and 6 feet in height.

Development of Lumbering

For many years the aim of the government was less to foster navigation than to facilitate the passage of timber down the Trent System. In the forties the southern portion of the Trent watershed was the centre of lumbering activities. In 1844-45 three great slides were built at Healey's Falls, Middle Falls, and Chisholm's Rapids, on the section between Rice Lake and Trenton. The cost of maintenance of these slides was greater than the revenue derived from them and in 1855 they were turned over to a "Trent Slide Committee." This Committee was granted a toll of one dollar on each crib floated, and undertook in return to keep the slides in order.

As the forests to the south became depleted, the lumbermen kept moving north. In the early sixties, a rush was made to secure the great pine areas in the northern half of the Trent watershed and by 1865 about 1000 square miles had been alienated with practically no return to the public treasury.

As part of this development, authority was granted on February 15, 1860, to Alexander Dennistoun to form a company for the purpose of building a timber slide at Fenelon Falls. This slide was 326 feet long and 33 feet wide.

For the next twelve years, violent quarrelling over the blocking of the Fenelon River channel with timber prevailed between the lumbermen and the steamboat owners of the district. Both parties petitioned the government in 1872 to divide the river into two channels. In 1873, this was done by building two piers in mid-stream and stretching between them a 3090-foot single-chain boom, anchored at intervals of 300 feet by heavy anchor stones and chain cables. At the same time the government assumed control of the timber slide.

Revival of Canal Project.

The general supervision of the Trent System was under the Board of Works prior to 1867, under the federal Department of Public Works from Confederation till about 1881, and since 1881 under the federal Department of Railways and Canals.

In 1881, with the Canadian Pacific Railway planned across the northwest and the prospect of new grain traffic by water from Port Arthur holding the prophetic imagination, the old trans-provincial Trent canal scheme was again brought up. It was pointed, out on the one hand, that while the distance from Kingston to the Straits of Mackinac by way of the Great Lakes and the Welland Canal was 785 miles, the distance via the Trent Canal would be only 567 miles, a saving of 218 miles. It was argued on the other hand that the shallow channel and tiny locks would force transhipping of cargoes, unnecessary on the other route; that the canal route from Trenton to Georgian Bay was 235 miles in length while the direct distance between the two was only 112 miles; and that the incessant lockages over the Trent system would make it actually slower and more vexatious than the Great Lakes route. The government was not thoroughly convinced that the project was sound. It went ahead, but went very half-heartedly, and took no steps towards large money appropriations for another fifteen years.

One major undertaking in this county may be noted. On October 14, 1882, a contract was made with A.P. McDonald and Company to build two stone locks and a canal at Fenelon Falls. The locks had each approximately a fourteen-foot lift, designed to overcome a fall of 24.84 feet at Fenelon Falls and a fall of 3.71 feet at Balsam Rapids, just above Cameron Lake. A dam 304 feet long and seven feet high was also built. Much trouble was experienced in unwatering the works but the locks were at last completed in 1886. It was then discovered that one-third of a mile of canal between

them and Cameron Lake had been only partially dredged. Moreover the stationary railway bridge prevented boats from passing north. It was not until May 19, 1894, that a swing bridge was installed and the steamer "Water-Witch" pushed through with exultant shrieks. Balsam Lake was still inaccessible to most boats, however, for the wooden lock built at Rosedale by Wm. Whiteside for the Ontario government in 1873 was only 100 feet in length.

Meanwhile the lock and dam at Lindsay has been rebuilt by Thomas Walters in 1870 and again in 1885, and a dry dock built at Bobcaygeon in 1889. In 1890-91, a wharf was built at the foot of Peel Street, in the heart of Lindsay, at a cost of $285. Steamers had previously docked at the foot of Caroline Street, far down the river, but a turning basin was now dredged out in front of the new wharf and a road cut down the hill at the foot of Peel Street. The Scugog had also been treated to a couple of extensive cuttings, known to the public as "the Long Cut" and "the Short Cut," by which to eliminate the most circuitous of its meanderings.

In 1896, the Dominion Government at last abandoned its hesitation and launched out on the Trent Canal project in real earnest. In 1897, the link from Balsam Lake to Lake Simcoe was pushed forward. This work was divided into three sections. The first section, running 5½ miles west from Balsam Lake, was undertaken by Andrew Onderdonk, of Chicago. The chief task on this section was a rock cutting, a mile in length, running west from the shore of West Bay, Balsam Lake. This cutting was followed by a flooded reach at Mitchell's Lake. Sections 2 and 3, totalling 13½ miles, were contracted for by Messrs. Larkin and Sangster and Messrs. Brown and Aylmer respectively. The work here included a 48½ foot hydraulic lift-lock at Kirkfield, 5 concrete locks, 3 dams, 3 swing bridges, and much dredging and excavation. For the right-of-way from Kirkfield to Lake Simcoe, 2000 acres of land were bought at an average price of $10 the acre. The whole of the Balsam-Simcoe section was completed by 1906 except the lift-lock, which had been found defective. After extensive repairs had been made, the lock was opened with much ceremony on July 6, 1907, by the Hon. Rodolphe Lemieux, Postmaster-General, and the Hon. M.J. Butler, Minister of Railways and Canals. The cost of the lift-lock, exclusive of concrete and breast walls, was $298,000.

Navigation was now open from Orillia to Healey's Falls, except for the old wooden lock at Rosedale. A contract for a concrete lock and short canal here was let on Feb. 24, 1908, to the Randolph McDonald Co., Ltd. A channel 4600 feet long, 90 feet wide, and 7

feet deep had to be drilled and blasted out in rock shoals in the Balsam River. A further piece of canal was dug out through a swamp directly into Cameron Lake, instead of following the river all the way. Work at Rosedale was practically completed in 1911.

Meanwhile two side issues had received some slight attention. In October 1905, the Dominion government appropriated $6000 to pay E.J. Walsh, CE, of Ottawa, to make a survey of the Gull River waters and to report on the feasibility of giving Minden connection by locks and canals with the main Kawartha Lake system. The project, which had really been first brought forward in 1861, was considered quite practicable but was turned down by Laurier when advocated by Sam Hughes, MP. Another lateral canal, from Newmarket to Lake Simcoe, was begun in 1906 but never came to anything.

In 1909, the lock and dam at Lindsay were rebuilt under the contractorship of J. Ritchie.

Fierce controversies raged for many years over the choice of a lower outlet for the canal. Port Hope, Cobourg, and Trenton all shouted their rights and advantages in the matter. In 1908, the government finally decided to adopt the Trent River route. This section, from Trenton to Rice Lake, was opened for traffic on June 3, 1918.

The final link, which will give through passage from Georgian Bay to the Bay of Quinte is not yet finished. The "Severn Section" involves 6 locks, 16 dams, and 8 bridges. Through the use of two marine railways, at Swift Rapids and Big Chute respectively, launches up to 35 feet in length may pass from Lake Couchiching to Port Severn, on Georgian Bay, but this does not constitute open traffic on the Canal.

In still more recent years, the pace of renewal and construction has been stepped up again. Thus in 1962-63 a million-dollar project, including a new lock, was announced for Fenelon Falls. In 1964, some $800,000 was spent on the Peterborough liftlock and slightly lesser amounts at Kirkfield and Swift Rapids. The next year's Federal budget provided $1,655.500 for a large new lock at Burleigh Falls, shops and storehouses at Peterborough, and a further phase of a $2,000,000 lock project to replace the marine railway at Swift Rapids. The completion of the entire system was in sight.

In the meantime, however, the opening of the billion-dollar St. Lawrence Deep Waterway Project had rendered the Trent Valley System completely obsolete in terms of its original objectives. The

St. Lawrence System was 27 feet deep, from Fort William to the Sea, as compared with 8 feet for the Trent System, and the size of the Trent locks was Lilliputian as compared with those on the St. Lawrence System. Large ocean-going vessels could now proceed without transshipment from the Lakehead to the Atlantic. As will be noted in Chapter X, even the railways have long since abandoned the short-cut from Georgian Bay to Montreal and have scrapped their grain-lines in this area.

The Rise and Fall of the Kawartha Steamboat

Even the local steamboat, for freight or passengers, has come and gone. Apart from the log dug-outs of the pioneers, the first vessel on local waters was the packet boat "Firefly," operated by Reuben Crandell of Port Perry and his son George. This craft was a roomy sailing skiff, with oars, which, from 1835 to 1845, had a monopoly of the freight and passenger traffic between Port Perry and Lindsay. In 1845 two men, Lasher and Haywood, built a horseboat and ran between "Lasher's" (now Caesarea) and Lindsay. In this way they sought to establish a trade route between Lindsay and Bowmanville. This opposition stirred George Crandell up to building at Port Perry the first steamboat on these inland waters. With the co-operation of Messrs. Chisholm, Rowe, and Cotton, the S.S. "Woodman," a 100 foot side-wheeler, was launched on May 24, 1851. The "Woodman" devoured cordwood as fuel and travelled at the rate of eight miles an hour. The horse-boat went out of business next day. As a sample of the difficulties encountered by these early ship-builders, it might be mentioned that when in 1853 some of the "Woodman's" boiler flues gave way no new flues could be obtained in Toronto and Charles Britton had to send all the way to New York for them.

Between 1853 and 1896 the following additional steamboats were built locally: 1853, S.S. "Ogemah" at Fenelon Falls by Captain Wallis; 1885, S.S. "Firefly" at Bridgenorth by Captain Sawyers; 1860, S.S. "Scugog" at Mud Lake by Capt. Kelly; 1861, S.S. "Lady Ida" at Port Perry; 1863, S.S. "Ranger" at Lindsay by Capt. Geo. Crandell; 1863, S.S. "Novelty" at Ball Lake by Mr. Henry; 1864, S.S. "Anglo-Saxon" at Lindsay by Capt. Crandell; 1867, S.S. "Victoria"; 1867, S.S. "Commodore" by Capt. Crandell; 1868, S.S. "Champion" by Capt. Crandell; 1870, S.S. "Coboconk" at Coboconk by Hay and Treleavin; 1870, S.S. "Sampson No. 1," a side-wheeler built by Mr. McFadden at Coboconk and hauled down over the

Fenelon Falls dam by Capt. Crandell; 1870, S.S. "Sampson No. 2," at Ball Lake by Scott and Son; 1872, S.S. "Mary Ellen" at Lindsay by Capt. Crandell; 1872, S.S. "Victoria," later the "Historian," by Tate and Hall; 1873, S.S. "Vanderbilt," a 130-foot vessel with the first walking-beam engine seen on these waters, built at Lindsay by Capt. Crandell; 1880, S.S. "Eva," by Capt. Crandell; 1880, S.S. "Beaubocage"; 1884, S.S. "Esturion," by Mossom Boyd, of Bobcaygeon; 1884, S.S. "Maple Leaf" built by Parker Davis, later owned by Capt. Bottum; 1884, S.S. "Dominion," a stern-wheeler built at Port Hoover by Capt. Savage; 1885, S.S. "Stranger,' 'at Lindsay by Capt. Crandell; 1885, S.S. "Dominion" at Lindsay by Burk Bros; 1886, S.S. "Water-Witch" at Lindsay by H. Dunsford; 1886, S.S. "Alice-Ethel" at Lindsay by Thos. Sadler; 1888, S.S. "Louise" at Port Perry by Mr. Bowman; 1891, S.S. "Crandella" at Lindsay by Capt. Crandell; 1893, S.S. "Marie Louise" at Lindsay by Jos. Parkin; 1893, S.S. "Columbian" at Lindsay by Capt. McCamus; 1896, S.S. "Greyhound" (later the "Kathleen") at Lindsay by Thomas Sadler. Later boats have been the "City of Lindsay," "Manita," "Alexandra," (later the "Arthur C.") "Bessie Butler," "Wacouta," and "Elsie Ann."

It was an amazing fact that until 1898 Port Hope, on Lake Ontario, was the nearest port of registration for vessels. In other words all boats built at Lindsay and elsewhere on the Kawartha waters had to be marked "of Port Hope.' 'In 1898 this absurdity was abolished by making Lindsay a port of registration.

Steamboats on local waters have performed two functions; first, that of assisting in the timber trade; and second, that of carrying passengers and freight. From 1850 to 1880 the exploitation of the forests of the districts was at its height and the steamers' chief work lay in the towing of immense cribs of logs and a multitude of lumber-barges. From 1880 to 1910, passenger-traffic grew in importance. The two chief steamship companies during this period were the Trent Valley Navigation Company, organized in 1883 with M.M. Boyd as its first president, and the Kawartha Lakes Excursion Company, founded in 1902 by Joseph Parkin and John Carew.

The steamboat traffic dwindled away, however. One by one the older boats were destroyed by fire and the advent of power launches, beginning in the nineties with G.H. Grantham's "Put-Put," finally rendered steamers uneconomic. Good highways and the sudden outburst of motorized road transportation also contributed to their demise. Just as the Great Lakes shortcut failed to

be born, so the Kawartha steamboat traffic died of starvation. Yet a glorious new type of navigation has come to justify the Trent Valley System and has helped to establish tourism as the largest single industry in the Kawarthas. Instead of the thousands of wheat, oil, coal, newsprint and ore carriers that an earlier generation of politicians had envisaged (just before each election), we now have tens of thousands of motor-propelled pleasure vessels. On the 6th of July, 1960, the Customs Office in Lindsay reported that 3,000 motor boat licenses had already been issued at that office alone. On the 19th of August, 1964, Donald Farmer, superintending engineer of the Trent System, announced that for the first three navigation months, May-July, 60,145 boats had gone through the System, as compared with 49,920 for the same period of 1963. During the entire navigation season of 1963, some 94,000 vessels had used the Trent System. Within Victoria County there are 25 promenade-wharves or "marinas" at which vessels can tie up. It is estimated that one million tourists visit the Kawartha region every year, and a fair proportion of them sail the lakes. I once found myself, in a hotel in far-off Jerusalem, sitting beside an American from Buffalo, New York, who divulged in conversation that he came regularly to Pleasant Point to fish for lunge. Tourists with summer cottages pay 22 per cent of the property taxes in Emily, 60 per cent in Somerville, 62 per cent in Fenelon, 65 per cent in Carden and 69 per cent in Bexley. This has been better than a gold-mine for township treasurers, and the gain in sheer health to the summer tourists has been incalculable.

The Trent System and Hydro-electric Power

The importance of using the back lakes of the Trent watershed as reservoirs by which to regulate waterflow and maintain ample water supplies for lumbering, navigation, and electric power generation is now fully recognized. The Ontario government built a few scattered dams among these headwaters in the sixties in order to assist lumbering operations. It was not until 1905, however, when the Federal Government was ceded control of all such works, that systematic management of waterflow was set up by the construction of an extensive system of concrete dams. This eliminates the destructive spring freshets and guarantees a steady flow of water throughout the year.

Fed by 7,200 square miles of watershed, the Trent complex is now one of the most carefully controlled canal systems in the

world. Throughout the area it has 147 feeder lakes and 42 reservoir dams. A careful snow survey is made each winter and the runoff is calculated. A program of pine reforestation (noted elsewhere) is adding to the waterflow potential of the countryside. The primary beneficiary is the Ontario Hydro-Electric Power Commission, whose generators in this region are assured of steady employment throughout the year.

Chapter X

ROADS AND RAILROADS

In Indian days there were no roads of any sort in what is now Ontario. With no wheeled vehicles whatever and no horses, the aborigines paddled canoes or walked forest trails in summer and depended on snowshoes and toboggans in winter, following for the most part the lakes and rivers that crossed the province in almost every direction. The extent to which the Kawartha Lakes and the Gull River System dominated the routes of water travel in "Victoria County" from primordial times to the present day has already been outlined in Chapter IX.

The period from 1791 down to 1856, when the first railway trains began to run between Montreal and Toronto, may be described as the First Epoch of Roadbuilding. Statute labour on highways became mandatory in 1793; government grants towards the building of trunk roads grew steadily in importance; and the toll-gate system of financing highways became common. "Corduroy" roads of logs laid crosswise, plank roads of four-inch planks laid crosswise, and hard-surface roads in the Macadam tradition all had their day, and by 1841 there were nearly 6,000 miles of post roads in Upper Canada. In Victoria County, in behind the great, pine-clad range of sandhills that paralleled Lake Ontario, the highways came slowly and were exceedingly bad. Chapter II describes in detail the five "roads" that spread out from the mucky main street of the county town: (a) a road running southeast to Reaboro and Omemee, and then linking up with a road through the Great Cavan Swamp to Port Hope, and with a second road to

Peterborough and Cobourg; (b) a road roughly southward, skirting the Scugog and on to Janetville, Orono and Newcastle; (c) a road slanting southwest to Port Perry; (d) a road due west, partly over corduroy, to Oakwood; and (e) a road that ran northwest to cross McLaren's Creek half a mile west of the present bridge on the III/IV Concession line and then angled northeast on high ground through Cameron to Fenelon Falls. These, and the still more primitive trails that fed into them from all directions, were utterly inadequate for the massive transportation of lumber and grain. The predicament of the timber industry and the unprecedented capacities of the steam locomotive presently opened up a new chapter in land transportation.

The Railroads Bridge the Gap

The years from 1820 to 1860 had seen the development, in the Kawartha Lakes basin, of great lumbering enterprises, followed closely by farming. Cutting off this thriving interior from the Lake Ontario coast, lay a range of forest-ridden sand-hills, crossed only by two or three atrocious bush trails. In the thirties, as we have seen, abortive efforts were made to bridge the gap by building a Trent Valley Canal. Greater success attended the acitivity, twenty years later, of the builders of railways.

The first three of these railroads, might be described as "portage roads." The first was built from Lake Ontario to the Scugog River, and later extended, on a longer portage, to Georgian Bay. The second crossed from Toronto, on Lake Ontario, to Coboconk, on the upper Kawartha waters. The third ran from Lake Ontario to Scugog Lake, and was afterwards carried on to the Scugog River at Lindsay. All aimed at carrying the trade of this inland district out into the markets of the outside world.

The First Train to Lindsay

The first of these roads, the Port Hope and Lindsay Railway, was chartered in 1846, with permission to build from Port Hope to Lindsay and thence west through Mariposa to some convenient point on the Ontario, Huron and Simcoe Railway. These original plans were never carried out, and, indeed, little work of any kind was done until after 1853, when a necessary renewal of the charter was secured.

The first train into Lindsay came in from Port Hope on Friday,

October 16, 1857. The head of steel had reached Reaboro by December, 1856; and trains were unloading freight at Cunningham's Corners in August, 1857. In Lindsay, however, the road was to enter around the east flank of the Scugog, and the cutting required in the river bank caused much delay. Steam-shovels were unknown in that day, and all the earth had to be taken away in carts and wheelbarrows. Hence it was the middle of October 1857 before the first train entered the town.

Lindsay was the terminus of this railway for the next fourteen years. The station was near the foot of King Street, in the East Ward. Yards and wharves were prepared on the east bank of the Scugog, a few hundred yards farther north. The service consisted of one mixed train which left each morning for Port Hope and returned to Lindsay at night, after a leisurely day along the road.

On December 24, 1869, the railroad was renamed "The Midland Railway of Canada"; and in January 1871 an extension from Lindsay to Beaverton was formally opened. This line crossed the Scugog by a swing bridge at the end of Lindsay Street North, ran north to about Pottinger Street and then swung west through Ops.

An earlier branch line, built by Messrs. Tate and Fowler from Millbrook to Peterboro, had been opened May 31, 1858.

The road was extended to Orillia in 1873, and in 1878 to its final terminus at Midland on Georgian Bay.

Toronto and Nipissing Railway

In the session of 1867-68, the Ontario Legislature granted a charter to a Toronto and Nipissing Railway Company, which purposed building a narrow-gauge railroad from Toronto to Coboconk, in Bexley township, Victoria county.

This road was built in two sections. The first, from Toronto to Uxbridge, was formally opened in July 1871; and the second, from Uxbridge to Coboconk, was completed in the autumn of 1872.

The total length of the railroad was 87 miles; the gauge was 3 feet 6 inches; and the weight of the rails 40 pounds to the yard.

The largest structure on the road was a bridge over Northwest Bay, Balsam Lake. This bridge was 478 feet in length and consisted of three 106-foot spans and five 32-foot spans.

The officials of the company were William Gooderham Jr., President and Managing Director; James Graham, Secretary-Treasurer; and Edmund Wragge, Chief Engineer.

In 1875, and again in 1879, attempts were made to extend the TNR to Minden, or, failing that, to build a 6-mile spur to Elliott's Falls and gain through water connection with Minden by means of a lock at Moore's Falls. Neither plan was ever realized.

Whitby and Lindsay Railway

In 1868, a charter was granted to a Whitby and Port Perry Railway Company, with permission to build from Port Whitby, on Lake Ontario to Port Perry on Lake Scugog. The company was very weak financially, but, after enduring many vicissitudes of fortune, it succeeded in running trains over the road by the spring of 1872. In May, 1873, the road was bought up by Messrs, Austin, Fulton, Michie, and Holden.

An extension to Lindsay now seemed desirable, and in the autumn of 1875 the company succeeded, through a series of public meetings, in obtaining a vote of $85,000 from the group of municipalities about and including Lindsay. In a crucial campaign meeting at Downeyville, Sir William Mulock, then solicitor for the railway, found argument of no avail, but carried the by-law by giving North Emily three jokes, two songs, and a Irish clog-dance. A grant of $2000 per mile from the government was also engineered.

Work began in the summer of 1876. The surveyor was a Mr. Manning, of Uxbridge; the consulting engineer was Frank Shanly, of Toronto; and the contractors were Messrs. Gibson and Dixon. By noon on June 15, 1877, the tracklaying gang had reached Albert Street, Lindsay. In honor of the event, Veitch's Hotel presented them with a whole barrel of booze, which inspired them to hold a "navvy parade" around the streets of the town. The inaugural trip over the new line was made on July 31, 1877. The distance from Whitby to Port Perry had been 20 miles, and from Port Perry to Lindsay 25 miles.

The Victoria Railway

A fourth road, "The Lindsay, Fenelon Falls and Ottawa River Railway," was chartered in 1872. It was to be a narrow gauge line, running north from Lindsay through the back townships of Victoria and Peterborough counties and on to join the prospected line of the Canadian Pacific Railway near Mattawa.

The name was soon changed to "The Victoria Railway" and the gauge to the American standard.

Strenuous opposition to the road was raised by the town of Peterborough, the southern townships of Peterborough county, and the township of Fenelon; while Lindsay, the unincorporated village of Fenelon Falls and the northern townships of Peterborough county gave the project their enthusiastic support. Municipal blockades against bonus-granting were removed in 1874 by making Fenelon Falls an incorporated village and incorporating 23 northern townships (20 from Peterborough county and 3 from Victoria county) as the Provisional County of Haliburton. Bonuses were then forthcoming, and the first sod of the railway was turned at Lindsay, on August 5, 1874, by the Hon. C.F. Fraser, Commissioner of Public Works.

The president and dominant spirit of the company was George Laidlaw, later of Bexley; the vice-presiden was C. J. Campbell; and the chief engineer was James Ross, later a Montreal millionaire. The directors were W.W. Bunting, J.C. Fitch, R. Barber, Wm. Thomson, George Stephen and H.P. Dwight.

The section from Lindsay to Kinmount was undertaken first. Here perhaps the chief difficulty lay in grubbing out huge pine stumps. Specifications called for a 200-ft. bridge over the Old Distillery Creek; a 500-foot bridge and a 3000-foot fill at McLaren's Creek; a $20,000 bridge over the Fenelon River; and a 133-foot single-span Howe-truss bridge over the Burnt River. Rock cuttings were heavy near Fenelon Falls and for the last four miles into Kinmount.

Work was twice interrupted during the general financial depression of 1875. A colony of Icelanders, some 300 men, women and children in all, had been brought in and settled at Kinmount in 1874 in order to help along the construction work. Dysentery demoralized their efforts for a time; various difficulties arose; and they finally migrated to Manitoba in a body in September 1875.

Steel reached Kinmount in October 1876. Further railway-building was held up for a time through lack of funds but in 1877 Laidlaw secured a grant of $8000 per mile from the provincial government and a bonus of $3000 per mile from the Canada Land and Emigration Company, which controlled a large part of Haliburton county.

The chief obstacles encountered in the remaining 22 miles were heavy rock cuttings and a morass or "sink-hole," four miles north of Kinmount, which swallowed up thousands of carloads of ties, trees, and earth before it was finally bridged. The 56 miles of railroad

from Lindsay to Haliburton village were opened for traffic on November 26, 1878.

At its Lindsay terminus the road at first merely branched off from the Midland Railway at a "Victoria Junction" (still marked on government topographical maps, though vanished long since from the earth) at the head of William Street North. An extension was later built down Victoria Avenue and shared with the Whitby Railway a station already built by the latter in 1877 on the east side between Glenelg and Melbourne streets. The first agent was the late James C. Leonard, who was later enthroned in the hierarchy of the CPR management.

Numerous attempts were made to carry the Victoria Railway beyond Haliburton, but none succeeded.

The Blight of Bonuses

The benefits of all this railway-building were somewhat counterbalanced by the financial burdens which they laid upon the municipalities which were served. No construction was undertaken without liberal gifts of money, and many municipalities, in their anxiety to secure railway accommodation, gave far beyond their means.

The Midland Railway took $80,000 from Ops and Lindsay, $100,000 from the town of Peterborough, $60,000 from the township of Hope and the amazing sum of $680,000 from the little town of Port Hope.

The Toronto and Nipissing Railway received $386,500 in municipal bonuses of which $44,000 came from Eldon, $15,000 from Bexley, $15,000 from Somerville, and $12,500 from Laxton, Digby and Longford.

The Victoria Railway secured $214,000 in such grants, $85,000 being paid by Lindsay, $15,000 by Fenelon Falls, $15,000 by Somerville, $7,000 by Verulam, and $55,000 by Haliburton county.

The Whitby Railway, as already stated, drew in $85,000 from Lindsay and adjacent municipalities.

Local tax rates long recorded the chilling effect of these expenditures; and many years passed by before the general increase in prosperity, due to improved transportation, vindicated in some measure the prophetic rashness that had plunged into debt.

If we once grant that the railways, though perhaps prematurely and unnecessarily multiplied, were yet needed for the development of the countryside, it is hard to imagine any better plan for their financing than that of municipal bonusing. Little capital, either

foreign or domestic, was available for investment in such enterprises. Government grants were certain ultimately to return to the tax-payer with horns on; and as railway construction was even more feverish in the rest of the province than in this county, a blanket government subsidy to all companies would have borne unfairly on Victoria. Municipal bonuses were paid by those immediately served and though the levies caused temporary distress, the steady economic benefits of the railways gradually brought relief.

The Battle of the Barricade

An incident which is unique in the history of local railways occurred in Lindsay on November 13, 1877.

A long strip of land lying between King Street and the river and stretching east from Lindsay Street for several rods, had been occupied for more than ten years by a siding of the Midland Railway. The railway company therefore claimed possession.

In 1877, Thomas Fee, a local lumberman, bought this parcel of land from Robert Lang, an official of the Lindsay Land Company, and proposed to erect a mill on the site.

As the railway was obdurate, Fee decided to take the law into his own hands. On the night of November 13th, he and Lang gathered a body-guard about them, took possession of the lot, and set up a strong fence across the siding which ran into it.

Mr. Burton, the railway agent, then brought out an engine and prepared to batter his way through the barricade. The defenders then drew revolvers; a battle seemed imminent; and Lang, who happened to be a Justice of the Peace, climbed on top of a dry goods box and read the Riot Act. Burton accordingly withdrew and telegraphed his troubles to the Head Office at Port Hope.

Morning saw Fee and Lang entrenched with a force of 50 men; but a train which arrived from Port Hope at noon brought in an army of 100 section-hands, gathered up along the line. The engine was thereupon driven resolutely through the fence, and a mêlée ensued in which the railway forces were victorious.

This astonishing breach of the peace was afterwards investigated by Judge Molesworth. It was found that the land in dispute had been conveyed to the government Board of Works by William Purdy in 1843. It therefore formed no part of the Purdy estate taken over by Lang and the Lindsay Land Company in 1856, and belonged in 1877 neither to Fee nor to the railway but to the government.

George A. Cox Achieves Amalgamation

In 1878, there were four independent railway companies operating in Victoria county. Within the space of three short years, one man succeeded in promoting their consolidation into a single system.

This man was George A. Cox, a Peterborough insurance agent, who became president of the Midland Railway in the fall of 1878.

By July 1, 1879, he had made an arrangement between the Midland Railway and the Whitby-Lindsay Railway, by which the two roads pooled their resources and divided their gross earnings in the ratio of 79 to 21. In June 1881, a syndicate, headed by the Hon. D.A. McInnis, and John Proctor, of Hamilton, bought up a controlling interest in the Victoria Railway, and George Laidlaw retired. Cox now became active again. He purchased the Toronto and Nipissing Railway in July, 1881, and succeeded by November 1881 in engineering a merger of the Midland, Whitby-Lindsay, Victoria and Toronto and Nipissing railways. The consolidated lines were to be known as the Midland Railway of Canada. The first train from Peterborough to Toronto, via Millbrook and Lorneville, passed over the system on December 15, 1881, with a running time of three hours.

The sequel to this amalgamation came on January 1, 1884, when the Grand Trunk Railway leased the Midland Railway and Cox withdrew from railway affairs. It then transpired that the Grand Trunk already had a controlling interest of $4,316,920 in the Midland Railway capitalization of $6,600,000. Here were the backers for whom the versatile Cox had done his work so well and from whom, no doubt, he received suitable recognition. The Midland Railway was finally consolidated with the Grand Trunk by Act of Parliament in 1893.

As part of the consolidation of 1881, plans were laid for building short lines between Wick on the TNR and Manilla on the Whitby-Lindsay line and between Peterborough and Omemee, and for the construction of a new bridge and station at Lindsay.

The Wick-Manilla line was seven miles in length and ran from Wick Junction, a mile north of Wick Station, to Manilla Junction, a third of a mile north of Manilla Station (now Cresswell.) The contract here was let in 1882 to George Wheeler, MP. In July 1883, Wick station and Manilla station were abolished and the name "Wick Junction" was changed to "Blackwater Junction."

The Omemee-Peterborough line, known popularly as the "Miss-

ing Link," was begun in February 1882 under the contractorship of J. H. Beemer. The heaviest work lay in the bridging of two wide deep valleys at "Tully's" and "Doube's." The former required a trestle 700 feet long and 40 feet high, and the latter a trestle 1500 feet long and 70 feet high. Most of this trestle-work has since been filled in with ballast. On July 2, 1883, a small battle, involving stilettos and revolvers, took place at Sherin's Cut, two miles east of Omemee, between some Italians who had struck over an illegal reduction of wages and some Irish-Canadians who had kept on working. Many were wounded but none killed. The first train over the "Missing Link" was run on November 23, 1883, five days after standard time had been first adopted by the railways of Canada.

At Lindsay, a new entry, by means of a high level bridge just south of the line of Durham Street, was decided on. The steel superstructure was supplied by the Hamilton Bridge Works and consisted of a centre span, 84 feet long, and two end spans, each 44 feet long. The supporting piers of solid masonry, 47 feet in height, were built by Messrs. McNeely and Walters, of Lindsay. This bridge was replaced in 1901 by a through girder bridge. The old swing bridge across the Scugog at the head of Lindsay Street North was abolished and its centre pier removed from the river in May 1887 by Capt. George Crandell.

The old East Ward station was also discarded and a new station site chosen just south of Durham Street at William Street. The first new station, a diminutive structure, 27 feet by 60 feet, was built in September 1883 and burnt down on January 8, 1885. A larger building was erected on the same site on October 1890.

During the eighties it was decided to make Lindsay the divisional point for the whole Midland system. The locomotive shops which had formerly been located in Port Hope were therefore transferrred to Lindsay. The first sod for the new buildings was turned by H. J. Rainsford on July 18, 1887.

Irondale, Bancroft, and Ottawa Railway

A road which does not lie actually within the county but which is inseparably associated in thought with the Victoria Railway is the IBO (Irondale, Bancroft and Ottawa) Railway, known in early times as the "I.O.U.", because of its financial trials. This railway struck east from Howland Junction, on the Haliburton line, 2.3 miles north of Kinmount. A charter issued in 1880 granted permis-

sion to build west to Georgian Bay and east to Ottawa. The line was begun by Mr. Myles, of the Snowdon Iron Mine, extended by C.J. Pusey and L. B. Howland, and finally acquired by the CNR in 1909. Constructional difficulties were enormous; traffic was scarce and money scarcer; and progress in building hardly averaged a mile a year. The first engine on the line was the "Mary Ann," a gentle creature, who, whenever the rails gave out, would squat quietly down on the ballast without hurting a soul. The line finally reached Bancroft.

Hope Deferred Maketh Bobcaygeon Sick....

The only important centre in the county which was not served by the consolidated Midland Railway system was the thriving village of Bobcaygeon, with its products of lumber, lime, and building stone.

Attempts were made by Peterborough promoters in 1874-78, and again in 1891, to finance a line from Peterboro to Bobcaygeon. Both attempts failed although in the former case Bobcaygeon and Verulam each voted $20,000 in bonuses.

On March 26, 1890, a charter was granted to a Bobcaygeon, Lindsay, and Pontypool Railway Company, composed of Lindsay and Bobcaygeon business men. The company found construction beyond its means and accomplished nothing until 1903. An agreement was then entered into with the Canadian Pacific Railway whereby the latter agreed to back construction on the understanding that they were to receive a 99-year lease. In this way the CPR got the road without the trouble of securing an extra charter and the directors of the BLPR attained their objective, the linking up of Bobcaygeon with the outside world. The promoters of this project were H. J. Wickham, W. T. C. Boyd, and Thomas Stewart.

Surveys were made in May and June, 1903, and a line chosen from Burketon, in Durham county, on the CPR, through Lindsay to Bobcaygeon. The Dominion government gave a bonus of $3200 per mile for the whole 38 miles of construction, and the Ontario government $3000 per mile for the 16 miles between Lindsay and Bobcaygeon. The contract for building was let in July 1903 to E. F. Fauquier.

Bitter opposition was given by the GTR. The original plan had been to enter the town by a line half a mile east of the river, cross the GTR tracks on the level, and come in on a curve. According to law it was permissible for a new road to cut across a single main

line of rails but not a series of sidings. The GTR therefore anticipated matters by laying down a series of extensive sidings (called the "Santiago Siding" in memory of the recent Spanish-American War) directly across the proposed route. A changed survey now dipped down to river level and passed under the GTR high level bridge. The GTR next tried to block the Bobcaygeon line from crossing the old track at King Street in the East Ward but was forced to give way by the Railway Committee of the federal Privy Council.

In order to pass through Lindsay on the new level, entire blocks in a thickly built up part of the East Ward had to be bought up and demolished. Over forty residences with their outbuildings were wiped out, and their destruction produced a housing famine in the town. The cost of a mile of railway in this part of Lindsay totalled over $150,000.

The road was officially opened by H. P. Timmerman on July 28, 1904.

A Line for Manitoba Wheat

Scarcely had this Bobcaygeon spur been completed, when the CPR began to lay plans for the construction of a railway from Victoria Harbour, on Georgian Bay, to their main line, near Peterborough, so that the grain harvest of the western provinces might be handled with greater despatch. Surveys were begun in the fall of 1905 under the direction of Mr. Gourley, CE. Seventeen different survey-lines were run; and a route was finally chosen in 1906. Building was postponed, however, for another five years, because of the government's delay in dredging out Victoria Harbor sufficiently for the big grain vessels to moor alongside the elevators.

The GTR prepared meanwhile to counteract this CPR venture by double-tracking the Midland Division from Midland to Port Hope and improving grades all along the route. A new entry into Lindsay from the northwest was built in 1906, thus eliminating the difficult grade on Victoria Avenue. Further construction was prepared for in a leisurely fashion, but the enterprise was dropped when Chas. M. Hays perished in the Titanic disaster.

The CPR began work in earnest in 1911 on its line from Port McNicholl on Victoria Harbour, to a point on the main line near Bethany, in Durham county. (The junction here has been called Dranoel, i.e., Leonard, spelled backwards.)

The general contract was awarded to the Toronto Construction

Company, and the local sub-contracts to Johnston Bros. (Lorneville to Cambray), Perry and Stewart (Cambray to Lindsay), and F. R. Wilford (southeast from Lindsay.)

The last rail was laid on October 25, 1911. The total length of the line was 88 miles, and its maximum gradient four-tenths of one per cent.

The Hazards of the Road

The railway lines in Victoria County were not without their share of accidents—long remembered by the older citizens as moments of high excitement. Thus, in 1859, two years after the Port Hope and Lindsay Railway had reached the Scugog, a train from Port Hope ran into a team of oxen near Omemee. The road-bed was torn up and the engine and three coaches took to the ditch. The mangled bodies of the oxen were left beside the track over night and by morning a pack of wolves had eaten everything but the bones. In April 1880, three minor wrecks occurred in a single week, to the west, east and north of Lindsay, and one indignant passenger who had been in all three announced: "The train can go to Jericho! I'm going to walk." In the early 1890's the engine of a grain-train from Midland, coming down Victoria Avenue in a blizzard, ran up a northbound snow-plow near the county gaol. In 1902, one mile east of Grass Hill, a double-header extra eastbound stopped for minor engine repairs and was rammed from the rear by a second double-header freight that was running ahead of schedule. One engineer and his fireman died of their injuries. Shortly after midnight on February 19th, 1918, two engines, trying by brute strength to back 35 empty box cars up an icebound Victoria Avenue, succeeded only in strewing ten of them across the entire Avenue between Wellington Street and Bond Street. A brakeman riding the top of the first car with a red flare had a nerve-racking rodeo leap. On November 14, 1923, passenger train No. 95 from Port Hope, running in an impenetrable fog, collided with the rear of a freight engine at Santiago Siding, east of the Scugog. The freight engine's fireman was killed and a loose caboose ran wild for half a mile to the west. Early in October 1925, when a rail broke under a rapidly moving freight engine just east of Bests' Station, 22 carloads of wheat piled up two and three cars deep. More serious was an accident on July 13, 1940, when a large oil truck put on its brakes too late and too suddenly when it approached a CNR level crossing on highway No. 7, two miles east of Omemee, just as a passenger train roared across

its path. The truck jack-knifed, hurling its great tank against the side of the engine and throwing it off the track, upside down, 300 feet away. Fire broke out, a fireman died of burns, and two coaches and part of the mail car were consumed. All that was left of the burned-out oil truck was a rear-end sign: "This vehicle stops at all railway crossings."

The Telegraphy School

In 1906 a School of Telegraphy was set up in Lindsay by Alex M. Paton. Classes were held in the broad garret of the Academy Theatre building. Seven-foot poles with wires and glass insulators were stretched throughout the room and telegraph instruments were set up three feet apart down a long narrow table. The school sent out hundreds of skilled Morse operators to serve as agents and despatchers across Canada and in the USA.

The Highway Succeeds the Railway

The coming of the internal combustion engine and the building of a vast network of trunk and lateral highways were to pronounce the doom of the county's railways. Passenger cars could take passengers to the very door in the town of their destination; transport trucks could eliminate all trans-shipment and cut days off the delivery schedule; huge Great Lakes grain transports could by-pass the Lower Ontario rail transport system. Back in 1883, Lindsay saw, on each day of the week except Sunday, some 21 passenger trains and mixed trains and from 20 to 50 freight trains. As late as 1914, the year's railway payroll in Lindsay was $900,000. Today nearly all of this has gone with the winds of change.

The Canadian Pacific Railway was the first to cut its losses in the Lindsay area and depart. In 1934 it removed its line from Burketon Junction to Lindsay and in 1937 its line from Port McNicholl through Lindsay to Dranoel. October 26, 1957, saw the last CPR train on the Lindsay-Bobcaygeon run; the rails were lifted four years later; and the deserted CPR station was demolished in 1964.

The CNR, as a government line, was subject to more delay in closing down an unprofitable enterprise and began with remoter bits of trackage. In 1927 the rails were lifted from Millbrook Junction to Omemee Junction, in 1937 from Port Perry to Cresswell, and in 1941 on both the line from Whitby to Port Perry and the

spur from Cresswell to Manilla Junction. In 1960 Lindsay's CNR water-tank was cut up for scrap, as no longer needed on a dieselized system, and the despatcher's office was transferred to Belleville. In that same year the last rails were lifted from the IBO. In 1961 the locomotive shops were closed and their rails lifted. On January 31, 1962, the last scheduled CNR passenger train from Belleville through Lindsay to Toronto paid its melancholy respects to the local railway men. In the summer of 1963, the station itself was dismantled and in the summer of 1965 the rails were lifted from Coboconk to Lorneville. Applications are in to abandon the Lindsay to Beaverton line and the Lorneville to Cannington line. This will leave only the single east-west line from Peterborough to Manilla Junction and the north-south line from Haliburton to Lindsay, and since these are used only for an occasional freight, their rails may also disappear by 1970. A whole chapter is nearly over.

The Second Epoch of Roadbuilding

The other side of the coin, of course, has been a Second Great Epoch of Roadbuilding. In 1904 there were fewer than 600 motor vehicles in all Canada. By 1960, there were four million of them and the impact on the country's highways has been terrific. In 1913 Ontario set up a highways department with its own minister, responsible for a paved network of numbered provincial highways; every county soon had its county engineer, responsible for a second category of county highways and bridges; township authorities were saddled with tertiary dirt roads; and towns and cities were answerable for their streets. Since 1949 each provincial highways department has also been active on its share of a Trans-Canada Highway, the main line of road transportation from Vancouver, B.C., to St. John's, Newfoundland, the major cost of which is borne by the Federal Treasury.

This great highway, coming down southeastward from Sudbury, Parry Sound and Orillia, enters Victoria County eastbound at Manilla and passes on its 34-mile county course through or near Oakwood, Lindsay, Reaboro and Omemee on its way to Peterborough and Ottawa. It crosses the Scugog at "the Priest's Landing," on part of the old pioneer trail. Its by-pass just grazes Lindsay to the south and southwest. Generally speaking, the Trans-Canada Highway, in Victoria County, parallels and avoids the great range of glacial sandhills in Durham County to the south and also enables

the through traveller to evade the major coagulations of traffic at Oshawa and Toronto. As Highway No. 7, it roughly reproduces the course of the east and west highways entering Lindsay in pioneer times.

The old pioneer north and south roads are now similarly glorified in the "Dorset Highway", No, 35, which runs from Newcastle through Lindsay north to Cameron, Rosedale, Coboconk, Norland, Minden and Dorset on the Lake of Bays. A 35-A loop ties Fenelon Falls in with No. 35. Still other provincial highways are: No. 36, from Lindsay via Dunsford to Bobcaygeon; No. 121, from Fenelon Falls via Burnt River and Kinmount to Minden and Haliburton; No. 46, from two miles east of Manilla north to Woodville, Lorneville, Argyle, Bolsover, Kirkfield and Coboconk; No. 500, north from Bobcaygeon to Union Creek and Kinmount; No. 503, from Kirkfield to Dalrymple, Sebright, Uphill, Head Lake, Norland, Dongola and Kinmount; and No. 505, east from Kirkfield and north to Uphill. All this formidable grid of paved highways, totalling over 310 miles (if we include paved county roads), expedites the daily flow of farm and forest products to the great centres of population. Lindsay is only 45 miles as the crow flies from the eastern boundary of megalopolitan Toronto and 80 miles by highway from the downtown area.

Supporting the provincial highways are some 235 miles of county highways (120 miles paved), towards which the province pays subsidies of 50 per cent on road construction and of 80 per cent on bridge and culvert construction. Examples of county roads are (a) from Bobcaygeon to Fenelon Falls and west through Glenarm, Hartley and Argyle to the county boundary, and (b) from Valentia to Little Britain, through Oakwood to Woodville, and west to the county boundary. Township roads add 952 miles to the county system. Here again there are provincial subsidies varying from 50 to 65 per cent of cost, according to the assessment and prosperity of the township.

Forty years' improvement in the highway system has been almost incredible. As late as 1926 the county's main road from Lindsay to Peterborough was impassable in spots, even for horses, and twelve cars in a single day had to be pulled out of mudholes in the centre of the highway. In 1930, Mr. Harold Wilford was appointed county engineer; and when he retired 35 years later he was credited with 100 miles of paved roads and 40 bridges. All this had run into big money. In 1963-64 the municipal roads program in Victoria County budgeted for $462,00 for construction and

$1,189,500 for maintenance. In 1959 twelve acres on the Charles Kennedy farm south of Lindsay on No. 35 was purchased by the Department of Highways merely to accommodate road equipment and offices. In November 1965 the County Council was being deluged with still further requests for county road development. That the highways were replacing the railways was clear by 1950, when five coach lines were using the Lindsay bus terminal and there were 75 bus arrivals and departures every day. School buses, transport trucks and thousands of private cars were also in the picture, and highways were kept ploughed throughout the winter.

The present county engineer, Mr. D.L. Valentine, when questioned as to technical problems, cited the shortage of good road-building material in Southwest Mariposa and a variety of foundation conditions everywhere, varying from bedrock at the surface to deep muck and quicksand. "This provides an interesting challenge and an interesting variety of bridge designs."

Still another chapter in county transportation began on October 14, 1964, with the opening of a municipal airport. As far back as 1930, the then mayor, Eric Stewart, began to agitate for these facilities. Plans were finally crystallized in March 1962, with the purchase of 176 acres two miles out of town on Highway 35. The Committee in charge consisted of Deputy Reeve George Finney and Councillors Leslie Neil, Mel DeGroot and Bob Mark. The blueprints called for a 2,000-foot runway. Two and a half years later, Mayor Joseph Haltom cut the the ribbon and declared the airport officially open.

Chapter XI

POLITICAL ALARUMS AND EXCURSIONS

From 1820 to 1841 such of the modern Victorian townships as were then in existence formed part of Durham County, known also politically as the West Riding of Newcastle District. For this riding two representatives sat concurrently in the House of Assembly of Upper Canada. The following were the members elected during the period from the first settlement of Victoria up to 1841: 1820-24, Samuel Streets Wilmot; 1824-28, George Strange Boulton and Charles Fothergill; 1828-30, John David Smith and Charles Fothergill; 1830-34, George Strange Boulton and Jesse Ketchum; 1834-36, George Strange Boulton and John Brown; 1836-1841, George Strange Boulton and George Elliott.

It was during this period that the bilious ferment of Family Compact misrule came to its climax. The economic ills of the province suffered from the malpractice of an irresponsible government. The settlement of the land had been made well-nigh hopeless by grants to the church, to politicians, and to politicians' friends. Redress seemed beyond hope and in 1837 a few of the reformers, headed by William Lyon Mackenzie, entered on a rash, brief, pitiful little revolt. The British government at last realized that all was not well in Canada and sent out Lord Durham to investigate. The outcome was a monumental report on the grievances and problems of both Upper and Lower Canada. Durham recommended (1) that responsible government be granted to the colony as a cure for political abuses and (2) that the two provinces be united in the hope that mutual understanding might temper racial antagonism.

All the members for Durham County from 1821 to 1841 were supporters of the Family Compact. Perhaps the foremost of their unsuccessful opponents was Cheeseman Moe, of Ops, a retired naval officer, who owned the northern one-quarter of the modern townsite of Lindsay.

Politics Following the Act of Union

As a result of Lord Durham's report, the British parliament passed an Act in July 1840 uniting the two provinces. The first election was held the following spring.

The electors of Durham County voted at Newtonville in Clarke township. Representation had been cut down to one and the contest was between George Strange Boulton (Family Compact) and John Tucker Williams (Reformer). Boulton took every precaution to ensure his election. Temporary refreshment booths were set up and whole barrels of free whiskey stood on end with their heads knocked out. Axe-handles were provided for the persuasion of those who refused to be mellowed. As voting was public and each man had to ascend a flight of steps to an open-air platform and verbally announce the name of the candidate whom he favored, the Compact had always won heretofore under such circumstances. On this occasion, however, the Scotch settlers of Eldon, who were nearly all ex-soldiers, marched to the polls in a body, dressed in navy blue and led by their pipers, and voted to a man against Boulton. When it was announced that Williams had been elected, there was a riot and a Reformer named John Marshall was clubbed to death.

During the first parliament in 1841, the townships now in South Victoria and South Peterborough were formed into the Colborne District and assigned one representative. In 1853 Victoria County was made a separate political riding, with one member, an arrangement which persisted until Confederation.

The promised principle of responsible government was soon to be rudely violated. Sir Charles Metcalfe, who became governor in 1843, refused to follow the advice of his ministers in the matter of appointments to public offices and actually conducted an election in person in 1844 in order to secure the arbitrary powers which he desired. Wholesale bribery, especially by grants of public lands, was used and he succeeded in getting a small majority in his favor. In the Colborne District, however, his candidate, Colonel Baldwin, of Toronto, was defeated by George Barker Hall, a Peterborough lawyer, who ran for the Reform party.

The next governor was the Earl of Elgin, appointed in 1847. In December 1847 the Viger-Draper government, formed under Metcalfe, resigned and parliament was dissolved. In the elections of 1848 the Reformers swept the country, and formed a ministry under Robert Baldwin and Sir L.H. Lafontaine. Colborne District returned James Hall (Reformer), a Peterborough Scotchman, with a plurality of 81 votes over John Langton of Fenelon and Richard Birdsall, of Asphodel.

The Earl of Elgin had married a daughter of Lord Durham and was very anxious to give Durham's report full application in colonial affairs. He therefore accepted fully the principle of responsible government and held it his duty to accede to the advice of the leaders of the party in power.

In 1849 a Rebellion Losses Bill was passed by the parliament, which then met in Montreal, giving compensation to all in Lower Canada (exclusive of convicted rebels) who had suffered losses in the revolt of 1837. When Elgin gave the Crown's assent to the bill, a mob of blackguards, consisting of the so-called aristocracy of Anglo-Saxon Montreal, assaulted Elgin with stones and rotten eggs, burnt down the parliament buildings, and looted Lafontaine's house. The governor persisted patiently in his chosen course, however, and constitutional government emerged stronger than ever from this last outrageous assault on it by the survivors of the Family Compact party.

In 1851 another general election took place. The Reform party was again the majority but Lafontaine and Baldwin retired from public life and their places were taken by A.N. Morin and Francis Hincks. In the United Counties of Peterborough and Victoria (as our riding then stood) John Langton of Fenelon township (moderate Conservative) was elected by a majority of 70 over James Hall (Reformer), the former member.

Rise of Political Parties

During the period from 1841 to 1855 the elements which make up our modern political parties may be seen in primitive form. For some time there were really five parties in the Assembly, as follows:- (1) a rabid remnant of Family Compact Tories, which burnt itself out in the outrages of 1849; (2) the moderate Conservative wing and Lafontaine; (3) a rather conservative Liberal party repreented by Baldwin; (4) the "Clear Grit" Reform party of Upper Canada; and (5) its counter-part, the "Parti Rouge" of Lower Canada.

After an election in 1854 none of these parties had a majority in the house and John A. Macdonald, a leading Conservative, was instrumental in bringing about a coalition between the Conservatives and the Conservative Liberals, thus forming the nucleus of what was long known as the Liberal-Conservative party. The "Clear Grits" and "Parti Rouge" were more or less thrown together in the opposition and are the direct ancestors of the straight Liberal party.

Victoria county had been made a separate riding in 1853, and in the election of 1854 returned James Smith (Reformer), a Port Hope barrister, by a heavy majority over Mossom Boyd, (Conservative), the Bobcaygeon lumberman. Smith supported the coalition already referred to and gave such offense to his constituents by so doing that he had to retire from political life.

In the next election, held in 1857, there were actually four candidates in Victoria: A.A. McLaughlin (Liberal) of Mariposa, Samuel Davidson (Liberal) of Mariposa, Robert Lang of Lindsay, and John Cameron (Conservative) a Toronto banker. The latter was elected.

In 1861 James W. Dunsford (Liberal) of Verulam defeated John Cameron. Dunsford was again successful in 1863, when his opponent was the Hon. Sydney Smith (Conservative) of Cobourg.

Circumstances Leading to Confederation

It had become fairly clear by this time that the legislative union of provinces established in 1840 could not last much longer. It was evident that the affairs of two people differing so widely could not be efficiently managed by one set of ministers and a single legislature. The bond was too rigid to be natural.

At last, in 1864, the machinery of the Constitution came to a deadlock. Four ministries had been overturned in the course of three years. Neither party could secure more than a nominal and quite unreliable majority of one or two votes.

The leaders from both provinces had too much sense to demand absolute separation. Union was imperative, not only to give sufficient force for the development of the country, but also to consolidate the country against dangers from without.

A new kind of union, therefore, had somehow to be secured. In 1860, the Ontario Liberal leader, George Brown, had asked the Assembly to declare for "the formation of two or more local governments, to which should be committed all matters of a sectional

character, and the erection of some joint authority to dispose of the affairs common to all." The idea was rejected then but its time was to come. In 1864 Brown consented to join forces even with John A. Macdonald, to whom he was particularly opposed, to set up a federal system, including the Maritime Provinces.

The Legislatures of Nova Scotia and New Brunswick, as well as that of Upper and Lower Canada, agreed to the scheme drawn up by their delegates and most willingly adopted at their request by the Imperial Parliament; and so, on July 1, 1867, the Dominion of Canada came into being.

Basis of Confederation

The statutory authority for this union was the British North America Act. For the Dominion as a whole, the government was to consist of a governor-general, a senate of 72 appointed senators, and an elective House of Commons in which Quebec was to be represented by 65 members and the other provinces according to population on a relative basis. The dominant party in the House of Commons was to select certain of its members, subject to the nominal approval of the governor-general, to act as a cabinet or privy council and nominally to direct the various departments of the civil service. The legislative powers of the federal government embraced, among other things, the postal service, the census, regulation of trade and commerce, customs duties, militia and defence, navigation, railways, currency, banks, negotiable paper, patents, copyrights, Indian affairs, immigration, and criminal law.

The four provinces, Ontario (formerly Upper Canada), Quebec (formerly Lower Canada), New Brunswick, and Nova Scotia, each had separate provincial governments for the administration of local affairs. In Ontario this government consisted of a lieutenant-governor and an elective legislative assembly of 82 members. The jurisdiction of the provincial government included education, public lands and timber, municipal institutions, the solemnization of marriage, liquor licenses, and prisons and hospitals in and for the province.

Victoria County Federal Politics

By this same Act, Victoria County was divided into two ridings, South Victoria, consisting of the townships of Ops, Mariposa,

Emily, and Verulam and the town of Lindsay, and North Victoria, consisting of all the townships lying to the north.

From 1867 to 1874 the Dominion government was dominated by the Liberal-Conservative party under the Rt. Hon. John A. Macdonald. Victoria county was, however, in the opposition for part of this time. In the election of 1867 John Morrison (Liberal) of Woodville defeated John Cameron (Conservative) of Toronto, in North Victoria; and in South Victoria George Kempt (Liberal) of Lindsay defeated Hector Cameron, Q.C. (Conservative) of Toronto.

The next election, in 1872, saw a complete turn-over. In North Victoria Joseph Staples (Conservative) of Bexley defeated the former member, and in South Victoria George Dormer (Conservative), a Lindsay barrister, defeated John McLennan, a merchant of the same town.

In 1873 it was proven that the Canadian Pacific Railway, then recently incorporated, had made very large cash contributions to the Conservative election campaign funds. This disclosure wrecked the party for the time being. In the election which followed, a Liberal government under the Hon. Alexander Mackenzie was returned with a large majority. Victoria stayed Conservative, however. In the north riding Hector Cameron, Q.C. (Conservative), won out from James McLennan, Q.C. (Liberal), and in the south riding Arthur McQuade (Conservative) of Emily vanquished John McLennan (Liberal) of Lindsay.

Under the Mackenzie administration, voting by ballot was introduced in 1874, the Supreme Court of Canada was established in 1875, and the Scott (or Canada Temperance) Act was passed in 1878.

On September 17, 1878, the Conservatives under Macdonald were returned to power on the strength of their "National Policy" of high customs duties to protect home industries. In Victoria county the same members, Hector Cameron and Arthur McQuade, were returned. Their opponents were James McLennan and John Connolly respectively.

The Conservatives now remained in power until 1896. The opposition was led by the Hon. Edward Blake from 1880 to 1887, and from 1887 to 1896 by the Hon. Wilfrid Laurier.

In June 1882, Hector Cameron was again elected for North Victoria, with a majority of 290 over George Keith (Liberal); and John R. Dundas (Conservative) had a majority of 61 in South Victoria over William Needler.

The next election, in February 1887, saw a change. Cameron had been found guilty of boodling and had been denounced in the previous parliament by members of his own party. There was therefore little surprise when he was routed in North Victoria by John A. Barron of Lindsay. In South Victoria, Adam Hudspeth Q.C. (Conservative), of Lindsay won a majority of 47 over William Lownsbrough, a Mariposa farmer. Hudspeth was unseated, but was re-elected by a majority of 54.

March 5, 1891, was the next day of contest. On this occasion, John A. Barron (Liberal) had a majority of 244 over Sam Hughes (Conservative) in North Victoria and Charles W. Fairbairn (Conservative) received a majority of 14 over Thos. Walters (Liberal) in South Victoria. Both of the members-elect were unseated. While Fairbairn, however, was re-elected by a 228 majority, Barron lost to Hughes by a majority of 239.

Sir John A. Macdonald died in 1891, and the Conservative party ran into troubled waters under his successors, Abbott, Thompson and Tupper. Finally, in 1896, the Liberals under Sir Wilfrid Laurier swept the country and set up an administration that was to last until 1911.

At this time George McHugh (Liberal) carried South Victoria with a majority of 62 over Dr. A.E. Vrooman (Conservative). In North Victoria, however, Sam Hughes (Conservative) was again elected with a majority of 251 over R.J. McLaughlin (Liberal).

The county turned entirely blue again in 1900. Dr. Vrooman was then elected with a majority of 216 over his old antagonist, George McHugh; and Sam Hughes appeared again for North Victoria, with a majority of 106 over Dr. John McKay of Woodville.

A Representation Act, passed in 1903, abolished the old political ridings and constituted a single new riding, consisting of all of Victoria and Haliburton. The member for the riding from that time until his death in 1921 was Sir Sam Hughes. He had defeated R.J. McLaughlin, KC, of Lindsay, in 1904, Dr. Archibald Wilson of Fenelon Falls in 1908, James B. Begg of Lindsay in 1911, and George D. Isaac of Rosedale in 1917.

In 1911 a Conservative government under Sir Robert Borden came into power, and Sir Sam Hughes was made Minister of Militia and Defence. In 1917 a Coalition government was formed for the duration of the war in order to guarantee certain war measures. In 1920, with the War well over, Sir Robert Borden retired and was succeeded as prime minister by the Rt. Hon. Arthur Meighen. In a

general election on December 6, 1921, however, the reorganized Conservatives under Meighen were defeated by the Liberals under Mackenzie King. In Victoria County, the United Farmers of Ontario were triumphant in electing J. J. Thurston.

A farmer's party was even more ephemeral in Federal politics than in Ontario provincial politics, for on October 29, 1925, the Conservatives under T. H. Stinson, of Lindsay, drove out the UFO, who were never to reappear. Mr. Stinson was again successful in September 1926 and in July 1930, defeating the Liberals under Bruce McNevin and T.J. Carley respectively. In the general repudiation of the Rt. Hon. R.B. Bennett in October 1935, the Liberals at last turned the tide in Victoria County and elected Bruce McNevin, though by a margin of less than 100 votes over Mr. Stinson. Mr. McNevin also shared in Mackenzie King's massive victory in March 1940.

With the election of June 1945, however, while the Liberals were to remain in power for another twelve years the Victoria County pendulum swung again to the Conservatives. Not only was a Haliburton lumberman, Clayton W. Hodgson, elected in 1945 and reelected in 1949, 1953, 1957, 1958 and 1962, but still other Conservative members followed: Charles Lamb, a Lindsay auctioneer, on April 8, 1963, and William Scott, of Kinmount, in November 1963 and again in 1965. In the procession of unsuccessful Liberal contestants were Bruce McNevin, Frank Welch, C. Benson and David Logan; the CCF-NDP had been represented by George A. Constable and Allan McPhail; while the Rev. A. G. McPhail appeared briefly as a Social Crediter.

The Federal record of the County since Confederation is thus predominantly Conservative. During 37 years (1867-1904) with two ridings, the Conservatives held North Victoria for 28 years and South Victoria for 24 years. In the subsequent 62 years, the County's Conservatives have been in the House of Commons for 48 years, the Liberals for 10 and the UFO for 4. Since Confederation, Victoria's members have been in Opposition for at least half of the time and have rarely worked up into the higher echelons of government. Sir Sam Hughes, Minister of National Defence in 1911-16 under Sir Robert Borden, has been the County's only member given a post in a Federal cabinet. The Hon. Robert Charles Matthews, PC, born in Lindsay but elected to the Commons for Toronto East Centre, was Minister of National Revenue in 1933-35, in the Bennett Cabinet.

Victoria County Provincial Politics

The first provincial government was formed on coalition lines in 1867 by John Sandfield Macdonald. In the north riding of Victoria, A.P. Cockburn (Liberal), a Kirkfield lumberman, had defeated Joseph Staples (Conservative) of Bexley; and in the South Victoria Thomas Matchett (Conservative) of Omemee had been elected by acclamation.

In 1871, the province was swept by a reorganized Liberal party, which held power from 1871 to 1905, and on the whole worthily. Under Sir Oliver Mowat, premier from 1873 to 1896, the government though strongly partisan, was thrifty and honest. Mowat won his greatest fame in vindicating provincial rights against the presumptions of the federal government, especially in the cases of the boundary between Ontario and Manitoba and of the control of streams and crown lands.

The election of 1871 returned Duncan McRae (Conservative) of Bolsover for North Victoria and S.C. Wood (Liberal), then county clerk and treasurer, for South Victoria. Their defeated opponents were Dalton Ulyott, a Fenelon Falls lumberman, and Thomas Matchett, the late member, respectively.

In 1875 McRae first lost to J.D. Smith (Liberal) of Fenelon Falls. The latter withdrew on the filing of a petition, and McRae won out from Dr. Grant (Liberal) of Woodville. The south riding returned S.C. Wood (Liberal) over Wm. Cottingham (Conservative) of Omemee. In the following year, Wood was made Provincial Treasurer, and in the bye-election necessary to confirm this cabinet appointment defeated Adam Hudspeth, a Lindsay barrister.

The election of 1879 brought in S.S. Peck (Liberal) of Minden, stipendiary magistrate for Haliburton county, as member for North Victoria. His opponent was John Fell of Somerville township. In South Victoria the Hon. S.C. Wood maintained his position against W.L. Russell (Conservative) of Lindsay, then Warden of the county. Wood retired from political life in December 1882.

In 1883 John Fell (Conservative) defeated S.S. Peck in North Victoria, and D.J. McIntyre (Liberal) of Lindsay won from C.W. Fairbairn (Conservative) in South Victoria.

During the next session, McIntyre tried to make his position permanently certain by having the ridings gerrymandered into "East Victoria" and "West Victoria" and including in the latter the Liberal townships of Ops, Mariposa, Eldon, Carden, and Dalton.

His scheme met with poetic justice in the election of 1886. The Liberal majority in Mariposa, for instance, dropped from 400 to 8, and worse things happened in the other townships. John Cruess (Conservative) was elected, and McIntyre withdrew permanently from political life. In East Victoria John Fell was returned with an increased majority. The ridings remained as reconstituted until 1915, when they again became North and South Victoria as of old.

In June 1890 John Fell (Conservative) was sustained in East Victoria, but John Cruess was vanquished by Dr. John McKay (Liberal) of Woodville.

In 1894 the Patrons of Industry, a farmers' political organization, placed John Campbell in the field in West Victoria (where Dr. McKay was running for the Liberals and Robert Bryans for the Conservatives) and William Thurston in the field in East Victoria against J . H. Carnegie (Conservative). In West Victoria, Campbell lost his deposit and McKay had a majority of 470 over Bryans. East Victoria gave Carnegie a majority of 273 over Thurston. In the province as a whole the Patrons of Industry elected 11 members out of a total of 93. The movement suffered from its leaders' refusal to broaden out and came to an abrupt end.

Samuel J. Fox (Conservative) of Ops defeated Dr. McKay in West Victoria in 1898 and held his own against Newton Smale in 1902 and against Thomas Stewart in 1905. John H. Carnegie (Conservative) had like success in East Victoria, his adversaries being John Austin in 1898, L.F. Heyd in 1902, and John Austin again in 1905.

Meanwhile, under Mowat's successors, "the barnacles that always attach to a party long in power became unpleasantly conspicuous," and in January 1905 the Conservatives under James P. Whitney came into power with a majority of forty members. After the death of Whitney, the Hon. Wm. H. Hearst became party leader in 1915.

In the election of 1908, Samuel Fox (Conservative) won from Thomas Stewart of Lindsay by 98 votes in West Victoria, and in East Victoria J.H. Carnegie was elected by acclamation. Before the next election Carnegie had retired from politics and Fox had died (July 3, 1911).

Dr. A.E. Vrooman (Conservative) carried West Victoria in 1911 with a majority of 104 over C.E. Weeks (Liberal). Dr. R.M. Mason (Conservative) of Fenelon Falls was returned by acclamation for East Victoria.

In 1915 the ridings once more became North Victoria and South Victoria. Dr. R. M. Mason (Conservative) vanquished Thomas Hodgson (Liberal) by 465 votes in the former constituency; while John Carew (Conservative) won out from A.M. Fulton (Liberal) in the latter by a majority of 545.

In October 1919, a new agrarian party, the United Farmers of Ontario, assumed control of Ontario politics. In South Victoria Frederick G. Sandy (UFO) had a majority of 1,349 over Dr. John W. Wood (Conservative); and in North Victoria the Rev. Edgar Watson (UFO) of Fenelon Falls defeated Dr. Mason (Conservative), the late member, by 918 votes.

Within the next four years, however, the UFO fell apart; and in 1923 the Conservatives were elected in both ridings. In North Victoria, James R. Mark, of Kinmount, received 2,711 votes, as against 2,353 for Edgar Watson (UFO) and 704 for Hugh Graham (Liberal); while in South Victoria, Robert J. Patterson, of Reaboro, had 3,880 votes, as compared with 3,354 for F.G. Sandy (UFO) and 1,865 for L.V. O'Connor (Liberal). In the elections of 1926, however, in straight two-party fights, the Liberal, William Newman, of Woodville, defeated the Conservative, J.R. Mark, while F.G. Sandy turned the tables on Robert J. Patterson. In October 1929, William Newman, Liberal, edged out Dan McQuarrie, Conservative, by 35 votes in North Victoria, while W.W. Staples, Conservative, had a substantial margin of 880 over F.G. Sandy in South Victoria.

Thereafter the two ridings were merged into one, and in June 1934, when the Liberal team of Mitchell Hepburn swept the province, William Newman, Liberal had a whacking majority of 2,647 votes over a young Lindsay lawyer, Leslie M. Frost, Conservative, who was making his first bid in the political field. The tide then turned. Leslie Frost was elected in October 1937 and re-elected in 1943, 1945, 1948, 1951, 1955 and 1959. He had been sworn in as Treasurer of Ontario and Minister of Mines in the Drew Administration and so continued in the Kennedy Administration; from 1949 until 1961 he was Provincial Treasurer and Premier of Ontario, and then voluntarily relinquished office. In 1963 he was succeeded as member by R. Glen Hodgson, also Conservative.

As will be noticed from a scrutiny of the foregoing results, the Liberals had a slight margin over the Conservatives from 1867 down to 1886; but after the notorious Liberal gerrymander of the latter year, the Conservatives took both seats in 1886, split the ridings in 1890-98, and were triumphant in both from 1898 to 1919.

The emergence of the UFO or "Progressive" party in 1919 upset the apple-cart for a short time; the Liberals and Conservatives were almost equally divided in 1923-24; but since 1934, with a single member constituency, the Liberals have enjoyed only 4 brief years in the Legislature as compared with 29 continuous years for the Conservatives.

During the space of almost 100 years, the County has had more than its proportionate share in the provincial Cabinet. The Hon. Samuel Casey Wood (Liberal) was successively Provincial Secretary and Provincial Treasurer in the Mowat Cabinet, 1875-83. The Hon. Arthur Welsh, born in Ontario County but educated in Lindsay, was in turn the Minister of Travel and Publicity, the Minister of Planning and Development and Provincial Secretary. Most important of all, the Hon. Leslie M. Frost, of Lindsay, was Provincial Treasurer in 1943-61 and Premier of Ontario in 1949-61. The past quarter-century has witnessed so spectacular a change in both county and province that a brief summary is in order.

A Quarter-century of Change in Ontario

Details of the transformation presided over by Premier Frost and his colleagues may be gleaned from other chapters in this book. A short analysis will serve to outline the major factors involved in the problems of government.

From the early 1940's to the mid 1960's, Ontario's population mushroomed from four millions to seven millions. The increase was entirely urban, in the course of an unparalleled expansion of industry and a mechanization of agriculture that reduced the labour force on the land by 30 per cent. Meanwhile the standard of living and the gross national product went up by leaps and bounds.

Power and transportation played a large part in all this. There was the addition of massive further electrical power from the Niagara, the St. Lawrence and the Ottawa rivers, the initiation of nuclear energy (which will soon produce half a million horsepower), the supplementing of hydro with thermal electricity, and the bringing of natural gas to Ontario from the West by an all-Canadian route. All this energy is the life-blood of industry, but it has also brought about the almost complete electrification of rural Ontario. Transportation has also entered on a new age. The whole province is now a great system of paved highways, kept open all year round. To this should be added the Seaway and the commuter system of Metropolitan Toronto, including its subways. Metro it-

self, housing nearly two million people, has been a triumphant experiment in municipal planning.

The provincial Department of Education has laboured like Hercules to achieve Egerton Ryerson's objective of equality of opportunity for all children. Leslie Frost's first budget exceeded all predecessors in devoting $13,000,000 to all phases of provincial education. By 1966 the figure approached $678,000,000 per annum. Universities receiving provincial grants have increased from three to seventeen. Secondary education and vocational education have become almost universal. Akin to this training of the youth of the province have been the measures to extend human betterment, such as the moves in 1951, in collaboration with Mr. St. Laurent, to provide univeral old age pensions, pensions for the disabled, and hospital insurance for all.

The Ontario of 1966 represents a different world from the Ontario of 1936, and our political leaders, Federal and Provincial, have shared mightily in the transformation.

Senators From Victoria....

In the Dominion Senate formed at Confederation Victoria county was represented by the Hon. John Simpson. Senator Simpson had previously been elected twice to the Legislative Council of Canada from Newcastle District and when the Senate was constituted in 1867 he was appointed as one of its charter members. He died soon afterwards, however, and Victoria was without representation in the Upper House until February 1892 when John Dobson of Lindsay was appointed. George McHugh of Lindsay joined him in the Senate in 1901. Senator Dobson died in 1907, and Senator McHugh in 1926.

Chapter XII

A SCHOOLHOUSE REVOLUTION

It is impossible to understand the development of schools in Victoria County without some knowledge of the evolution of the school system of Ontario as a whole. A brief history of education in Ontario therefore follows as an introduction to the Record of our county schools. For the convenience, however, of those who are not interested in systems and developments, this chapter has been divided into three parts, (A), (B) and (C). By skipping the general history in (A), one may pass directly to the more intimate annals of the county's schools in (B) and (C).

(A) GENERAL HISTORY OF EDUCATION IN ONTARIO.

It may well be pointed out here that the educational system of Ontario is organized at three levels: elementary schools, secondary schools, and universities, each with definite limits and distinct functions. As only elementary and secondary schools have grown up in this county, the history of the universities will be passed over lightly.

Administration of School System

The past administration of the educational system of Ontario falls into two main periods: a bureaucratic period, from 1823 to 1875, and a period of administration by responsible ministers, from 1876 down to the present.

In 1823, a General Board of Education for Upper Canada was established, with the Rev. Dr. John Strachan as Chairman. This Board was too busy with clerical plotting to accomplish much for the benefit of the province; and ultimately disappeared.

On October 18, 1844, Sir Charles Metcalfe appointed the Rev. Egerton Ryerson as Assistant (and later Chief) Superintendent of Education for Upper Canada. An Act in 1846 provided for a General Board of Education (consisting of Ryerson and six other members appointed by the governor-general) and a Council of Public Instruction to look after the Normal School. These two bodies were amalgamated in 1850 as the Council of Public Instruction. Ryerson was the real administrator of education in the province until 1875, when he resigned.

In 1876, non-responsible paternalism ended and a Department of Education, with the Hon. Adam Crooks as responsible Minister, was formed. In the reconstruction of 1876, the Council of Public Instruction was replaced by a Committee of the Executive Council, which really functioned in a Central Committee of Examiners consisting of Professor George Paxton Young of Toronto University (as Chairman), the three high School Inspectors (J.A. McLellan, J.M. Buchan, and S.A. Marling), and four Public School Inspectors (J.C. Glashan, J.J. Tilley, G.W. Ross, and J.L. Hughes). The Central Committee of Examiners was succeeded in 1890 by a "Joint Board" of eight members, half of whom were appointed by the University of Toronto and half by the Department of Education. In 1896, this Joint Board became the Educational Council, consistinging of nine university representatives, one High School representative, and one representative of the the Public School Inspectors. The Conservative government of 1905 changed this body into an Advisory Council of Education comprising twenty members, who represented all branches of the educational service. In 1906, as the new Minister was a physician and not an educationalist, the old office of Superintendent of Education was revived and John Seath, then junior High School Inspector, was appointed to the office. Seath was virtual dictator in the Department until his death in 1919. The Advisory Council was abolished in 1915 and no similar body took its place.

The Ontario Department of Education today (1967) is one of the most imposing Establishments in the public service of Canada. At the peak of the administrative pyramid, just below the Minister of Education, are a Chief Director of Education, two deputy ministers, 8 superintendents, 33 assistant superintendents, 15 directors,

a registrar and an assistant registrar, while below these, in ever widening circles of officialdom, are the 2,773 other experts who implement the decisions of the departmental hierarchy. Under the same minister there is also a Department of University Affairs, with its own staff, set up to administer capital and maintenance grants to the universities of the province and to handle the major programs of university student aid.

The Public School System Develops....

The beginnings of our present elementary school system are to be found in a Parish or Common Schools Act passed in 1816 by the Assembly of Upper Canada. By this Act the people of any village, town, or township might establish a Common School by building a school-house, furnishing at least twenty pupils, and electing three trustees. At the same time a District Board of Education of five members was appointed in each District by the governor for the purpose of superintending the Common Schools, distributing the annual government grant among the teachers, and making an annual report to the governor. There was to be a permanent yearly grant to each District of $1000 for salaries and $600 for books; the balance of the cost of school maintenance had to be made up by local subscription.

No advance on this legislation was made for over a quarter of a century. The school-houses were log shacks without blackboards, maps, or adequate text-books. Salaries were so small that boards often could hire only common idlers, impecunious vagabonds, or disabled and ignorant veterans. In 1841 there were 800 Common Schools in the province, serving about one in eighteen of the population. Not one teacher in ten was fully qualified. There was no efficient supervision and no way of enforcing improvements. Worst of all, few people had any interest in education or any appreciation of its worth.

With the union of the provinces that became effective in 1841, a great change began. The Municipal Act supplied local machinery working in harmony with a central government. School Acts were passed in 1841 and 1843, but were poorly drafted and did not work well. In 1844, the Rev. Egerton Ryerson, president of Victoria University, Cobourg, was appointed Superintendent of Education for Upper Canada. After a year of foreign travel and investigation, Ryerson prepared the Common School Act of 1846. His aim was to supply training for the unqualified teachers of the province and

then through the leverage of the government grant to compel Districts and school sections to employ qualified teachers, to pay more adequate salaries, to use authorized text-books, and to provide proper buildings and equipment. The Act therefore provided for a Normal School and a Model School, situated in Toronto, at which teachers could secure technical training, and for a Superintendent of Schools in each Municipal District, who should examine every school at least once a year and report on its eligibility for the government grant.

The Normal School was opened in 1846 under the principalship of Thomas Jaffray Robertson. Up until 1871, teachers' certificates valid only in the county where granted, were issued by County Boards of Education. The Normal School began to issue general certificates in 1853. At last, in 1871, it was enacted that only the Normal School could grant first and second class certificates and that all that County Boards could bestow was a three-year third-class certificate to those who had passed a definite Departmental examination. A tremendous change had thus been brought about. In 1844, Ryerson had found all schools taught by teachers without certificates and without profession training. By 1875, every teacher in the province was certified under Government examinations and a great many of them had been trained at Normal School. This end had not, however, been attained without many pitched battles with the friends of incompetent teachers and with trustees who wanted cheap teachers regardless of qualifications. Additional Normal Schools have since been established at Ottawa in 1875, at London in 1900, at Hamilton, Stratford, and Peterborough in 1908, and at North Bay in 1909. A system of County Model Schools was set up in 1877 but had practically disappeared by 1907.

In 1850, Ryerson introduced a second Common School Act, which has often been called "The Charter of the Ontario School System." This Act permitted the levying of school taxes on all property and not simply on the parents of school-children, as had been done before, and the admission of all children free of charge. The Act also made Trustee Boards corporate bodies with full power to levy taxes and to manage schools, subject to governmental regulations.

Elementary school areas or "sections" were originally spaced so that a one-room school was within walking distance for small children. By 1934 there were 749 one-room rural schools in Ontario with fewer than ten pupils each and many of them could not pay the teacher even $500 a year. The answer to this dilemma was at

last found in Alberta in the mid-1930's with the forging of large administrative units and the building of large, well-equipped district schools to which all of the children from a large area could be brought by bus. There were even smaller "feeder buses", on side roads and back concessions, that contributed to the more important bus routes. The new consolidated schools were usually simple, well-planned, one-storey buildings, with wide windows and fluorescent lighting. Heating, ventilation and sanitary facilities were first class, Intercommunication systems, film-projectors and combination radio-phonographs were almost standard equipment. The combination gymnasium-auditorium gave space for school assemblies and physical education classes.

By another Act, passed in 1871, the principle of free schools and general taxation for school purposes, made permissible in 1850, became compulsory. As a natural corollary, attendance became compulsory as well, for children between the ages of eight and fourteen.[1] Common Schools were renamed Public Schools. County Inspectors of Public Schools, who had to be qualified teachers with long and successful teaching experience, were appointed. Teachers were to make small payments towards a superannuation fund. This most vital scheme had been set going on an optional basis by Ryerson in 1854. It was abolished by the Mowat government in 1885 and was revived again April 1, 1917.

Kindergartens were begun in 1882 and officially recognized by 1885. Since 1914, this work has received fresh impetus with the formation of a new Public School department, known as the Kindergarten Primary.

The study of Agriculture was mooted as early as 1871 but nothing effective was done until 1907 when a system was worked out whereby graduates of the Ontario Agricultural College were appointed as County Agricultural Representatives and included school instruction in Agriculture among their duties.

Domestic science for girls was introduced in 1900 by Mrs. Adelaide Hunter Hoodless (1857-1910), founder of the Federated Women's Institutes of Canada, who also persuaded the Montreal tobacco magnate, Sir William Macdonald, to establish two colleges for domestic science—the Macdonald Institute at Guelph, Ontario, and Macdonald College at Ste. Anne de Bellevue, PQ. Sir William, assisted by A.H. Leake, launched manual training for boys at about the same time.

A system of Continuation Classes was originated in 1896,

[5] The upper limit was raised to sixteen in the 1940's.

whereby pupils could receive, while still in Public School, advanced instruction similar to that of junior High School classes. In 1918 there were 137 of these Continuation Classes, with an enrolment of 5,104 pupils. They were abolished in the 1950's.

Development of Secondary Schools

The antecedents of our High School system go farther back into the past than do those of our elementary schools. In 1798, some 549,217 acres of land were set aside to support free Grammar Schools and a University. An Act passed in 1807, made an annual grant of £100 to one Grammar School in each of the eight municipal Districts then established. These Grammar Schools were supposed to be classical seminaries after the model of the great English public schools.

So incompetent did they become, however, that in 1829 a Select Committee on Education, appointed by the Assembly, recommended their abolition. They were, however, maintained by the influence of the Compact; and in 1930 their revenue and management was placed under the Council of King's College, an Anglican University whose charter had been secured in 1828 by Dr. Strachan.

No control of Grammar Schools was given Ryerson on his appointment as Superintendent in 1844. He succeeded, however, in having investigation made. It was found that in 1849 forty Grammar Schools had only eight matriculants altogether. Most of them were doing Common School work and doing it poorly.

A Grammar School Act which became law on January 1, 1854, made secondary schools part of the provincial system. Grammar School Trustee Boards, with power to levy rates, were to be appointed by County Councils. Legislative grants, though generous, were to be made only when balanced by local taxation. Strict supervision was to be conducted by Grammar School Inspectors appointed by the Council of Public Instruction.

Four years later, Ryerson founded a Model Grammar School at Toronto for the professional training of Grammar School teachers. This school was closed in 1863 and all such instruction given in the Normal Schools until 1865, when Training Institutes were set up in connection with the Collegiate Institutes at Hamilton and Kingston. In 1891, the Training Institutes were replaced by the Ontario School of Pedagogy, established at Toronto, with James A. McLellan as principal. In 1896, this was affiliated with Hamilton Collegiate Institute as the Ontario Normal College. In 1907, Faculties

of Education at Toronto University and Queen's University took up the work. And in 1920, these Faculties of Education were centralized at Toronto as the Ontario College of Education.

Ryerson drafted a second Grammar School Act in 1865. It was now necessary for headmasters of Grammar Schools to be graduates of universities in the British dominions. Half the Grammar School trustees were to be appointed by the council of the town or village where the school was situated. And the government grant was based on the number of pupils studying Latin or Greek. As a result, almost all the students in each locality, boys and girls, fit and unfit, were thrust into the Grammar School and set at Latin so as to secure a large government grant. The result was widespread demoralization of the school system.

George Paxton Young, one of the Grammar School Inspectors, diagnosed the case and prescribed the remedy in a High Schools Act which was passed in 1871. By this Act, the term "Grammar School" was abolished and the name "High School" (borrowed from the United States) was substituted. The classical obsessions of the past were disregarded and provision made for training in advanced English, natural science, and commercial subjects. Languages became optional only. A departmental examination was also prescribed for all seeking admittance to High Schools. This gave the High Schools a distinct status in the educational system.

The Act of 1871 also made provision for a superior class of High School, to be known as "Collegiate Institutes." The chief differences from High Schools lay in a higher standard of equipment and in "specialist" qualifications for teachers at the head of departments.

The Role of Higher Education

During the fifty years that followed, the outstanding phenomenon in higher education was the way in which the universities and normal schools dominated and encroached on the high schools. The pattern of higher education in Ontario first began with the founding of King's College (1828, later the University of Toronto), Queen's University (Kingston, 1839), Victoria University (Cobourg, 1841), and the University of Ottawa (1848). Then followed Trinity College (1851), St. Michael's College (1852), Assumption College (1857, now the University of Windsor), Woodstock College (1857, becoming McMaster University in 1887), the Ontario Veterinary College (1862), Huron College (1863, begetting the

University of Western Ontario in 1878), the Ontario Agricultural College (1874), the Royal Military College (1876, degree-granting in 1948), Waterloo Luthern University (1911) and Carleton University (1938). Because the universities at the turn of the century were chiefly concerned with training students for a few professions —law, the church, medicine and teaching—the curriculum of the secondary schools was largely determined by the needs of those who would proceed to the universities or the normal schools. Since parents wanted their children to enjoy the white-collar prestige of professional life, they enrolled nearly all of them in the matriculation and teachers' courses. In these courses the stress was on such academic disciplines as mathematics, pure science, English literature and foreign languages as foundations for advanced work. Only about 34 per cent of the elementary school pupils ever got over the Grade VIII high school entrance hurdle; only some 20 per cent finished high school, and only some 3 per cent graduated from university. Most of those who fell by the wayside had not received much training that would fit them specifically for the jobs by which they would henceforth make their living or for the domestic tasks of a wife and a mother.

But in 1915-65 the nature of Canadian life began to change profoundly. Not only was there a mushrooming of population, but scientific research and industrial diversification created thousands of occupations where there had only been dozens before. Purely manual labour shrank to one-quarter of the ranks of the employed, and between these and the still limited echelons of the "learned professions" lay the great majority of the citizens. Intelligent preparation for their tasks led to a proliferation of new types of education.

Transforming the Schools

These changes in the school system have come in three stages, known popularly as "the MacArthur Plan (1937-39), "the Porter Plan" (1949-50), and "the Robarts Plan" (1962).

By the first of these programs, all boys in Grade IX were to have some shop work and all girls some household science, in order to explore their aptitudes in these fields. High School Entrance was whittled down to five papers, to be written only by those who had not been passed on automatically into Grade IX on their principal's recommendation. Grades IX and X were to be "general," so as to meet the need of those not proceeding any further. A new certifi-

cate was authorized, to be issued on the principal's recommendation (and presently by the school itself) at the end of Grade X. The old Middle School (Grade XII) examination was abolished and here again a certificate was to be issued on the principal's recommendation. This left the Departmental Grade XIII examination as the only outside audit for high schools.

The Porter Plan, announced by the Hon. Dana Porter on December 10, 1949, undertook a fundamental reorganization of the curriculum into four Divisions: (a) Primary, Grades I to III; (b) Junior, IV to VI; (c) Intermediate, VII to X; and (d) Senior, XI to XIII. Grade VIII was still in the elementary school, whose principal was to decide what pupils were to advance to Grade IX. In the Primary and Junior Divisions, pupils were to be allowed to proceed at their own pace. It was recognized that one pupil might easily cover a grade in 6 months while another might take 16 months. For the three R's, classes were to be organized in a number of small groups, each with about the same degree of attainment. In Grade IX, the only compulsory subjects were to be English, Mathematics, Social Studies (Geography and History), Physical and Health Education and Guidance; that is, neither foreign languages nor science were obligatory. The High School Entrance examination, long obsolescent, was finally abolished. Students about to pass were to be shown around the secondary school. Each was then required to make out in writing a statement of the course he desired, and this document was to be countersigned by his parents.

School boards for each school were permitted to make their own choice amongst a list of approved texts, and free textbooks were provided, to be retained as school property on school premises. These at first were for Grades I to VIII only, and were not supplied to high school grades until more than a decade later. The Porter Plan beat the gun by over a year on the 1951 Report of the Hope Commission on Education (appointed in 1945). The Hope Report was duly rejected by the Legislature.

The prelude to the Robarts Plan was the signing, on June 26, 1961, of the Federal-Provincial Technical and Vocational Training Agreement, by which the Federal Government would contribute $150,000,000 (matched by $50,000,000 from Ontario) to extend the province's facilities for trades training and technical education. This meant that major secondary schools across the province were assisted in adding large vocational buildings to their existing plant and in installing the most modern trades equipment in their laboratories. It had been recognized that by 1975 only 12 per cent of the

jobs in the province would be able to accept applicants with no special training. As Premier John P. Robarts put it: "No young person can now afford to leave school without adding to his understanding of life and his appreciation of our cultural heritage the mastery of some skill or the acquisition of some fund of knowledge that our society recognizes as worthy of reward."

In the great composite schools made possible by the Robarts Plan, there were to be three main programs: (a) Arts and Science, (b) Science, Technology and Trades, and (c) Business and Commerce. All three were to perform to some degree three major tasks of education: "They encourage the development of the child's imagination and his power of reasoning in order to furnish his mind with the insights required to understand his environment. They offer opportunities for the training of his physical powers in order to enable him to make a useful contribution to society. They provide for the growth of his character in order to help him live according to the standards of conduct approved by a society possessing our democratic heritage."

The Arts and Science Branch has a 5-year program leading to university after Grade XIII and a general 4-year program terminating at Grade XII. The Science, Technology and Trades Branch has four programs: (a) a minimal one-year vocational program for students aged 15 who are still behind the Grade-VIII-ball; (b) an optional two-year program, terminating at Grade X; (c) a 4-year program terminating at Grade XII; and a 5-year program, including a foreign language, admitting one, after Grade XIII, to a university course in Engineering or to advanced training in an Institute of Technology. The Business and Commerce Branch has 4-year and 5-year programs and a special 1-year commercial course for students with at least Grade XI standing. The choice of course must be made by the student and his parents. Transfers from one 2-year, 4-year, or 5-year course to another are possible, when it becomes evident that a student dislikes, or is unsuited for, the track on which he began, although this may sometimes mean dropping back a year in order to pick up essential subjects that have been omitted.

Post-Secondary Education

During the same half-century, Canada's universities have undergone a comparable expansion and diversification of training. To the traditional faculties of law, medicine, divinity, arts and science

there were added new faculties, institutes or schools in engineering, architecture, home economics, fine arts, music, nursing, pharmacy, social work, journalism, agriculture, commerce, forestry, oceanography and veterinary science. Even in mere numbers the universities of Ontario have been augmented by the founding of Brock, Guelph (a federation of the Ontario Veterinary College, the Ontario Agricultural College and Macdonald College), the Lakehead College of Arts, Laurentian (federating Huntington, Sudbury and Thornloe universities), Trent, Waterloo, and York.

Below the degree level of the universities, Ontario has also developed an imposing array of post-secondary institutions in technology and trades. The pioneer in this field is the Ryerson Institute of Technology, founded in Toronto in 1948 ,and there are now similar institutes of technology in Windsor, Hamilton, Kirkland Lake and Ottawa. Institutes of Trades are being set up in Toronto, London, Ottawa and Sault Ste. Marie.

The Challenge of Finance

The challenge faced by education in the province of Ontario is of unprecedented dimensions. The population has risen in four decades (1921-61) from 2,933,662 to 6,236,092 and almost exactly one half of that total is in the 1-25 age-bracket. At the present rate of increase, the provincial total in 1971 will be 8,456,000. The number of young people now in our schools has almost reached the 2,000,000 mark, and this figure could well be doubled in 1980.

The financial implications of all this are staggering. In the fiscal year 1966-67, the expenditure of the Ontario Department of Education is $678,277,000, or almost half the entire provincial budget for all purposes. Since the Province pays approximately 45 per cent of the cost of Ontario's schools (ranging from 35 per cent in Toronto to 95 per cent in the neediest areas), the amount from all sources being spent this year on education is around $1,500,000,000, and the elephant gets hungrier all the time. At a meeting of the Ontario Municipal Association, held in Hamilton in August 1966, the delegates voted 148 to 66 that the provincial Government be called on to pay 100 per cent of education costs. Nobody present seems to have realized that if it requires half the provincial budget to meet 45 per cent of education costs, the entire bill for education would exceed the entire income of the Government, leaving nothing for agriculture, highways, public works, justice, health and public welfare, and a score of other needy departments.

The supervision of the educational budget heads up in the Hon. William Davis, who is both the Minister of Education and the Minister of University Affairs. The 2,832 departmental experts under his control have been diligent in study and research but the Minister himself is nobody's rubber stamp and is a man of the new frontier in matters of policy.

Some of his proposals simply carry further the trends of recent decades. All provincial examinations (including the once famous Grade VIII "Entrance Examination," that *pons asinorum* from the elementary school to the secondary school) have long since been abolished except for the Grade XIII finals that admitted a student to university; but in 1968 even this last hint of an outside audit will be swept away. Each school will set its own finals and these will be accepted for the high school leaving certificates. Universities and institutes of technology have been multiplied all across the province, half a dozen community colleges in applied arts and technology have been proposed, and application has been made to the Board of Broadcast Governors for a license for an educational television network.

In a recently published essay on *Education: The Year 2064*, Mr. Davis has given his imagination a free rein. During the coming hundred years, elementary school enrolment will increase three times, secondary school enrolment six times and university enrolment nine times. Today's nightmare of administrative paper work will be turned over to computers. There will be no classrooms and no grades, and each pupil will advance at his own pace in each subject, controlled in his enthusiastic progress by his individual computer and occasionally by the advice of a tutorial type of teacher. In contemplating this "brave new world," Mr. Davis wisely warns us that five years ahead is about as far as we can safely make firm decisions.

As to the abolition of departmental examinations, there has been a chorus of approval from school board members, MPP's and other elected persons whose ankles are nipped whenever the children of constituents fail to measure up to parental expectations. On the other hand, the 71,000 teachers of the Ontario Teachers' Federation (who will now take the rap on the home front if *they* pluck Susie or Johnny), have pled in vain for essay type departmental examinations to help evaluate graduating high school students. The Ontario universities, who must take the end-product of the secondary school system and wish to be sure that their freshman flunk-out rate will not be catastrophic, are proposing to supplement the stu-

dents' high school marks and the principals' confidential reports by a battery of objective type aptitude and achievement tests (through the Ontario Institute for Studies in Education) as an aid in the selection of applicants. During the coming generation it will be interesting to compare the results of this North American approach with those of the rigorous school system of the USSR, where there are state examinations *in every grade*, with glittering prizes for those who succeed and summary ejection for the lazy and the unruly. The Soviet curriculum is much more concentrated and exacting—in foreign languages, in mathematics and in science—and the results thus far have been formidable.

Libraries in Ontario

Public libraries are also an integral part of Ontario's educational system.

As early as 1835, we find the government giving grants to Mechanics' Institutes at Toronto and Kingston. These Institutes aimed at providing class instruction adapted to the wants and circumstances of workingmen and at furnishing a reading-room as supplementary to such instruction. In 1851, an Act was passed for the better management of Mechanics' Institute and Library Associations, and in 1857 a Board of Arts and Manufactures was incorporated to promote their growth. In 1868, after Confederation, the Board of Arts and Manufactures was abolished and the Mechanics' Institutes placed under the Department of the Commissioner of Agriculture for Ontario. Provision was made in 1872 for a semi-annual inspection of Mechanics' Institutes by County School Inspectors; and in 1880 they were placed under the Minister of Education and incorporated into the provincial educational system. A Free Libraries Act, passed in 1882, then permitted Mechanics' Institutes to become free libraries, supported by a maximum tax of half a mill levied on the municipality; and in 1895 the official name was changed to "Public Library." Great financial assistance was given to most of the provincial libraries by the late Andrew Carnegie the Scotch-American millionaire. Supervisory control, however, has remained vested in the Education Department. An important revision of the Public Libraries Act in 1920 granted libraries the support of a municipal per capita tax of fifty cents.

The industrial class instruction of the old Mechanics' Institutes has disappeared from the modern Public Library and has been otherwise provided for.

(B) ELEMENTARY SCHOOLS IN VICTORIA

Only a few primitive schools grew up in Victoria county in the ill-regulated period prior to Ryerson's appointment as Provincial Superintendent of Schools.

In Emily, the first school was at Omemee. James Laidley and Captain Matthew Handcock were early teachers. The first school in Ops was the modern school-section No. 9, long known as the "McNeely school." The first teacher here was Wm .P. McGrane, who 1835 came in from Cavan township in 1835. He taught at first in his own log home and then in a school on the farm of Charles Corneil. It is recorded that this was a small log structure, with one little window and a smoky fireplace. It was as cold as a barn and the first boy to arrive was supposed to build and light a fire. One morning, when the door had been left open all night, he arrived to find a bear inside, devouring a small pig. The "Walker school," at the junction of the Mt. Horeb and Omemee roads, was also very early. The teacher here was Thomas Kent. In Mariposa, the first schools were at Oakwood and at Taylor's Corners. In Eldon, the first teachers were Angus Ray, in a house on the Thorah side of the town-line, Lachlan Campbell, on Concession III, and John Groogan, on Concession VI. The first school in Verulam was taught by John Taylor in a log cabin on Bobcaygeon Island.

Under the Common School Act of 1843, Rev. Elias Burnham of Peterborough was appointed Superintendent of Schools for the Colborne District, a position which he held till 1850. His salary was at first £25 per annum, and was later raised to £50, a sum which was supposed to cover travelling expenses which far exceeded his stipend. Had he not possessed private means, he could never have carried on, as he did, at a dead loss for seven years of unremitting toil. His report for 1844 records a great deficiency of school-books, due to the poverty or indifference of parents. A fair number of children could read and write, but neither grammar nor history was taught and geography was rare.

Thomas Benson succeeded Burnham in 1851 at a salary of £ 130 per annum. He resigned at the end of the year and his letter of resignation, quoted hereinafter in part, is an eloquent commentary on conditions at that time:—"The first and most powerful motive which impels me to decline a reappointment to the office of superintendent of schools is the conviction that the amount of labor which the faithful discharge of its duties would entail upon the incumbent is more than any one person could possibly endure. The

distance which must be travelled over to complete one visit to each school section in this county would appear totally incredible to anyone who had not taken some pains to reckon up the numerous journeys it occasions; one visit could not be nearly accomplished in a quarter of the year at an average rate of travelling of twenty miles a day. This rate, considering the state of most of the roads and the time which must be spent in properly examining a school, is greater than could possibly be maintained for a whole year. . . . Then upwards of six hundred communications have been received and nearly five hundred despatched. The operation of a law but newly introduced entailed upon me the preparation of opinions and decisions which not infrequently required days of careful research, and much labor in furnishing numerous copies. (All this having to be done personally and in pen and ink.) I do not exaggerate when I state that the office work alone of my situation has consumed more time and required more anxious exertion than is devoted to some of the best paid offices in the country. I find that my health is not equal to the task this office imposes. Frequent night journeys and change of quarters brought on a fit of illness which kept me from the performance of my duties for several weeks, every attempt to resume my journeys bringing on a relapse. Moreover, my personal expenses for the year, including travelling expenses, repairs, postage, and loss in value of a horse worn down, have amounted to about seventy pounds, leaving only sixty pounds as compensation for services which occupied the whole of my time, to the exclusion of all other sources of income."

Benson, whose son was later Judge Benson, of Port Hope, was one of the outstanding Canadians of his generation. He was killed in the great railroad disaster at the Desjardines Canal in 1857.

After his retirement in 1852, a system of Local or Township Superintendents was set up. By 1857, nine men (five in Victoria county and four in Peterborough) were carrying out the duties which he had borne alone.

In 1857, Local Superintendents in Victoria were as follows:— Rev. Wm. Briden, Omemee, supervising Emily, with 14 schools; A. Lacourse, Lindsay, supervising Ops, with 10 schools; W. H. McLauchlin, Oakwood, supervising Mariposa, with 20 schools; Peter H. Clark, M.D., Woodville, supervising Eldon, with 6 schools; Rev. Daniel Wright, Fenelon Falls, supervising Fenelon, Verulam, Somerville, and Bexley, with 10 schools. Some 4,022 children were attending school, of whom 2,177 were boys and 1,845 girls. Of the 47 schoolhouses, 35 were log, 11 frame, and 1 brick. Some 39

schools were free, and 16 partly free. All the teachers held qualifying certificates. The average length of the school year was 11 months, 26 days. There had been 422 visits made during the year, chiefly by trustees and clergymen. No common school in the county was teaching Canadian history, but 12 were giving instruction in algebra and 7 in geometry.

In Lindsay, the first public school had been opened about 1841 in a small frame building at 23 Wellington Street. It was used as a school during the week and as a Methodist meeting-house on Sundays. In 1852, a frame school was built on the northwest corner of Kent and Albert streets. This in its turn was replaced in 1863 by a red brick Union School building, a hundred yards farther west. This mangled adaptation of a mediaeval abbey was built with six classrooms and with projecting bricks on either side of the building for convenience in making additions. About 1870, the bricks on the west side were utilized in putting on a two-room extension. No use was ever made of those on the east side, for a policy of building extra ward schools was entered on instead. By 1921 the town had four fine public school buildings, all comparatively new: The Victoria School in the East Ward, the Alexandra School (named after the consort of Edward VII) in the North Ward, the King Albert School (named after the King of Belgium in World War I) in the South Ward, and the Central School on the old site of 1852 on the northwest corner of Kent and Albert streets. A two-room addition was made to the Alexandra School in 1949 and one to the King Albert School in 1951.

In 1955, when the Central School was made a "senior school," teaching Grades VII and VIII only, two new junior schools were planned for the more elementary grades in the rapidly expanding southwest and northwest areas of the town. November 1, 1955, saw the opening of the Leslie M. Frost Elementary School on a six-acre tract just south of the golf course. Five years later, in November 1960, came the opening of the 8-room Parkview Elementary School, on the northwest corner of Pottinger and Adelaide streets, on the east edge of Elgin Park.

Lindsay's Roman Catholic separate schools have paralleled this growth of school accommodation. Classes had begun in 1845 in the log church on the southwest corner of Lindsay and Russell streets. By 1857 the attendance was 114 and the one teacher's salary was 100 pounds. In 1868, a white brick building was built on the same lot as the log church. In this, St. Dominic's School, both boys and girls were taught until 1874. St. Mary's School, for girls only, was

then opened in the Convent, on Russell Street, adjacent to St. Mary's Church, and was taught by the Loretto Sisters in 1874-90 and by the Sisters of St. Joseph in 1890-1954. In 1929, after the death of John Rogers, principal of St. Dominic's School for 30 years, the Sisters of St. Joseph took over this boys' school as well. The sheer pressure of numbers led in 1954 to the opening of a new 12-room St. Mary's School, for both girls and boys, on Glenelg Street East, together with a large auditorium to serve both the parish and the school. The staff consists of six of the Sisters of St. Joseph (including the supervising principal)and seven lay teachers. The cost of the new school was $211,000 and the cost of the auditorium was $76,000. The number of pupils is 440. Other separate schools in the county are at Coboconk (8 pupils), Kirkfield (69 pupils) and Downeyville (101 pupils). St. Margaret's, a Roman Catholic residential high school conducted by nuns in Sir William Mackenzie's old home at Kirkfield, had a distinguished career from 1929 to 1965. The first principal was Sister Giovanni.

In the county as a whole, the School Act of 1871 organized two elementary school inspectorates: East Victoria and West Victoria. This division lasted until 1949, when a more functional organization was set up. As of 1966, the inspectors and their areas are as follows: (a) J. H. Bates covers the town of Lindsay, the township of Emily and the township of Manvers (Durham County); (b) Beecher Barrett supervises the remainder of the County of Victoria. By a new departmental rule, a township that has fewer than 100 pupils must be attached to another township, in order to create a viable nucleus of population. All elementary school boards are now at least township boards, but Peterborough has already implemented the expressed ideal of the Ontario Minister of Education by having a single school board for the entire county. This is the shape of things to come.

A transitory phase of organization, prior to the development of consolidated district high schools, fed by bus networks, was the continuation school, set up in a number of small centres in order to bring secondary education closer to the rural areas. Notable examples were the continuation schools at Fenelon Falls, Woodville, Little Britain and Bobcaygeon. There was a high degree of local support, especially from the Women's Institutes. All continuation schools had been absorbed in the area high schools by the 1950's. The half-century between World War I and Canada's Centennial had thus seen a striking metamorphosis of county education, from one-roomed rural schools (prosperous in 1918-30

and impoverished in 1930-40), through township administrative school areas, often introducing music, arts and crafts but still largely with one-roomed schools (1940-50), to the population explosion of the 1950's and the establishment of graded schools, bus networks and regional consolidation. Ops township opened its 11-room "central school" in September 1966 and Emily township followed suit in January 1967.

(C) SECONDARY EDUCATION IN VICTORIA

No secondary schools appeared in this county until after the Grammar School Act of 1853. The Lindsay Grammar School was then established in 1854, the Omemee Grammar School in 1858, and the Oakwood Grammar School in 1859.

It may be convenient to treat of these schools in the reverse order.

The first teacher of the Oakwood Grammar School was George Murray, a B.A. of Oxford University, who was later known as one of Canada's most distinguished classicists. The school was at first built and maintained by the school section alone, but later obtained support from the township of Mariposa. It had a long career of exemplary usefulness and turned out hundreds of successful graduates such as Dr. Wylie, MPP, George Thomas, Dr. Broad, Dr. Whiteside, J. L. Whiteside, H. J. Lytle, Judge McIntyre, Rev. Thomas Brown, Rev. J. Hubbell, Rev. C. V. Lake, Rev. Isaac Weldon, Rev. S. J. Cunnings, Donald Anderson, Frederick Shaver, and many others. So important was Oakwood as a school centre that in 1887 some 45 students passed the Entrance there to 29 at Lindsay. In 1888, an unedifying feud arose between the School Board and the Township Council, and the school was ultimately assassinated as a piece of municipal politics.

The Omemee Grammar School was begun in 1858 in conjunction with the Common School. The principal for nearly a quarter of a century was John Shaw, MA. The school buildings were destroyed by fire on November 18, 1884, and again on January 28, 1904, but were rebuilt. Omemee's high school students are now brought to Lindsay by bus.

The Grammar School at Lindsay was established in 1854. When the first attempt to sketch the history of the school was made in 1899, it was found that incomplete minutes of the Board of Education, dating back to 1857, indicated that the Grammar School had been in existence at least as early as 1855. The present author has

since discovered, by research in the Dominion Archives, that a legislative grant of £100 was made to the Lindsay Grammar School in 1854.

Classes were held in the Common School building, a small frame structure on the northwest corner of Albert and Kent streets. On February 5, 1863, a new Union School building of red brick, farther west in the same block, was opened. This edifice, which was torn down in July 1921, was a mock mediaeval hybrid of monastery and barracks, with the air of a shoddy castle badly run to seed.

Down through the years, however, secondary education in Lindsay had gone on to build itself "more stately mansions." In 1888, a new building, for high school use only, was completed on the northeast corner of Kent and Adelaide Streets. This nucleus of all further expansion was a three-story structure of red brick on a foundation of white Bobcaygeon stone, 74 feet square. Its accommodation included 7 class-rooms, an assembly hall to seat 700 and a stage 30 feet by 25 feet. The architect was William Duffus, the contractors were McNeely and Walters, and the total cost was $27,000 in dynamic, old-fashioned dollars. The new school was formally opened on January 22, 1889, by the Hon. G. W. Ross, then Minister of Education. It was now raised from the status of a high school to that of a collegiate institute. A new wing, adding four class-rooms and a gymnasium, was built on the west side in 1909-10, and a second wing, on the east side, in 1922-23. On January 27, 1954, a new $900,000 wing was opened to the northwest, to provide a basement level assembly hall and class-rooms for home economics, agriculture and shopwork. In March 1962, work began on a further $1,500,000 extension for industrial arts and the institution became a "composite high school," the Lindsay Collegiate and Vocational Institute. As even this did not take all the pressure off the 74-teacher LCVI, the county high school board gave approval in 1965 to a new 18-room addition to the Fenelon Falls High School, where a new wing had already been added in 1953. The total cost of the latest extension was to be $1,500,000, with government grants of $970,000. The press made the melancholy comment: "This extension will meet expected demands for 4 or 5 years." The cost was spread over all school-tax payers in the county and a beleaguered Lindsay home-owner wrote: "Taxes will be raised by 17 mills this year, all of it due to schools. . . . Does not seem right but education now takes 58 per cent of the taxes. . . . The school boards seem to think that money is very plentiful and do not mind spending a few hundred thousand dollars just on the side." It will be remembered,

of course, that almost half of the provincial budget also goes for education.

But it is teachers much more than buildings that make a school and here the record is a striking one. In the beginning, in 1854, the sole teacher of the Grammar School classes was William Daunt, whose wife was similarly the sole teacher of the Common School classes. The total population of the village at the time was 500. In 1861, with the population increasing rapidly, Robert Hudspeth became master of the Grammar School. Subsequent headmasters have been Rev. A. Murray (1866-67), Henry Reazin (1867-70), Alfred M. Lafferty (1870-72), Robert L. Dobson (1872-79), W. E. Tilley (1880-84), William O'Connor (1884-87), J. C. Harstone (1887-1908), T. A. Kirkconnell (1908-30), William McMillan (1931-38), T. H. Eberlee (1938-60), with G. W. Keith as wartime acting principal (1941-46) and W. S. W. Breese since 1960. Back in 1872, Alfred Lafferty, finding the teaching task too heavy for one man, asked for an assistant and, on meeting with a refusal, resigned. The number of teachers grew, however, to 4 in 1882, to 11 in 1921 and to 83 in 1966. The number of students likewise grew from 62 in 1877 to 207 in 1907, to 374 in 1921 and to 1,676 in 1965.

The rise in enrolment was not due solely to an increase in Lindsay's population from about 5,000 in 1877 to about 12,000 in 1965 and to the continuation of a much larger proportion of the high-school age-cohort in secondary school training. In January 1949 the area served by the LCI was extended to cover all of Emily, Ops and Mariposa and part of Fenelon Township, and in January 1954 an extensive curriculum in home economics, agriculture and shopwork was added to its responsibilities. In March 1962, moreover, it became a "composite school" and its facilities were heavily increased. Under Principal Breese there are a vice-principal, J. E. Staples, and three directors of Sub-divisions: A. Stewart Peel (Technology and Trades), R. E. Sutton (Commercial) and Lorna W. Corneil (Guidance). The school board is now the Victoria County District High School Board, with both the LCVI and the Fenelon Falls High School under its jurisdiction.

In the Technology and Trades Division of the LCVI there is fascinating diversity in training. Girls learn to sew shirts and pyjamas on factory model sewing machines or to share with the boys in the greenhouse culture of corn and flower crops. Students in motor mechanics study the repair and testing of all sorts of models of gasoline engines, and they and their comrades in applied

electronics are snapped up by industries as fast they graduate. Students in agriculture become expert in soil analysis as well as in the feeding and grooming of cows and sheep. Classes in mathematics have often been carried on with the background noises of newborn calves and lambs. But only a limited part of the students' time goes to technical subjects. Thus in the five-year program of the Technology and Trades Division fully 80 per cent of the time is spent on traditional secondary school subjects.

Back in the years when the curriculum was almost entirely academic, the LCI achieved a record of great distinction in the winning of university scholarships, especially in mathematics, classics and general proficiency. Beginning in the 1940's, that record was further encouraged by Ontario Provincial Scholarships to students with high honours on Grade XIII departmentals; and in 1962 the will of the late Isaac Weldon, QC, bequeathed a million dollars to the school in order to endow scholarships for its graduates who were proceeding to post-secondary education. They were to be called the "Elizabeth B. Weldon Scholarships," in memory of his mother. At the LCVI graduation exercises in 1965, two university scholarships (at Queen's and Trent) went to members of the graduating class, as well as four Ontario Government scholarships of $1,500 each and 52 Weldon Scholarships of $1,000 each. The academic distinction of the school was never higher. On the same occasion some fourteen endowed awards were made to the Grade XIII winners in individual academic subjects, some fifteen prizes in the academic, commercial, home economics and trades departments of the lower grades, and awards in science, technology and trades to the top students proceeding into Grade XII in the vocational courses in agriculture, auto mechanics, drafting, electronics, electricity, machine shop practice and carpentry.

The Cadet Corps

In 1898, under the stimulus of the impending South African War, provision was made for cadet corps in the high schools of Ontario. Among the first of these was No. 44, organized on December 23, 1898, at the Lindsay Collegiate Institute. The corps originally comprised only a limited number of the senior boys; but it was reorganized in 1910 as a cadet battalion that included every boy in the school and repeatedly won first place for efficiency in Military District No. 3. During World War I, some 264 ex-members of the Corps served in the CEF and 26 were killed in action. In World

War II, 672 of the School's former cadets saw service and 36 were killed in action. On December 31, 1958, the Corps was discontinued by a decision of the Victoria County District High School Board. A large composite school, most of whose students had to be shuttled in daily by bus, found military training impracticable.

Public Libraries in Victoria

A magazine reading-room was founded in Lindsay in May 1860; and was supported by an annual fee of six dollars from each of 130 of the leading citizens. It was located next to Thomas Beall's store in the present Dundas and Flavelle block.

On January 10, 1880, it was reorganized as a Mechanics' Institute, under the librarianship of H. A. Wallis, over Dobson's store, on the southeast corner of Kent and William streets. In 1884, drawing classes were held by A. Reading, a graduate of the Ontario School of Art. The Institute was opened as a Free Public Library, March 23, 1899. Negotiations with Andrew Carnegie were entered into in 1902 with a view to financing the construction of a library building, and $13,500 was secured on the town's guarantee of a minimum annual grant of $1350 for maintenance. A red brick structure in modern Greek style was opened to the public July 5, 1904. Important events of recent times are the establishment in 1954 of the Victoria County Library Co-operative, with 23,000 volumes that are distributed at regular intervals to the libraries in the whole county, and the opening on September 18, 1965, of a Cambray Centennial Library. Book holdings in 1965 were reported as follows: (A) Association libraries: Cambray, 2,170; Manilla, 3,623; Norland 2,500. (B) Public libraries: Lindsay 16,462, Bobcaygeon 10,513, Fenelon Falls 6,826, Eldon Township (Kirkfield) 4,850, Woodville 4,632, Oakwood 3,428, Omemee 2,660, and Little Britain 2,257. (C) School libraries: LCVI 5,170, Fenelon Falls District High School 2,080, Stafford Library (St. Mary's, Lindsay) 850, and Central Senior (Lindsay) 500.

Community Colleges

A provincial government innovation in higher education that is to be launched on a small scale in 1966-67 is the College of Applied Arts and Technology, referred to popularly as "the Community College." This type of institution would offer two-year terminal courses, not of university grade, leading to a certificate or diploma

in various arts and crafts. At least six such colleges are planned and one of them is ultimately designated for the five counties: Victoria, Peterborough, Durham, Northumberland and Hastings. Since Peterborough already has Trent University, the citizens of Lindsay are arguing that the community college should go to one of the other counties, preferably Victoria, and they have already picked out a site for it on Kent Street West between the Provincial Government Building and the Girls' Training School. The Minister of education, however, wants a firm recommendation from a committee appointed by the five counties, and this has not yet been forthcoming.

Chapter XIII

MILITARY ANNALS OF VICTORIA

The first edition of this History gave an extended account of the militia units in this area, complete with lists of officer personnel from the earlist times, drawn from records in the Federal Archives. For a later generation, a more summary version will perhaps suffice.

In 1828, when Durham County was the municipal unit, the 2nd Regiment of Durham Militia had one of its companies located in Omemee. Reorganization in 1839 assigned the 4th Regiment of Durham Militia to Emily and Ops, and the 5th Regiment to Verulam, Fenelon, Eldon and Mariposa. A new Militia Act in 1846, stimulated by the Oregon Boundary dispute, produced a 4th Battalion Peterborough Militia (Emily, Verulam, Somerville), a 5th Battalion (Ops, Fenelon, Bexley) and a 6th Battalion (Mariposa and Eldon). On the incorporation of Victoria County these became respectively the 1st, 2nd and 3rd Battalions, Victoria Militia. During the early 1860's, at the time of the Trent Affair, a volunteer unit, the "Queen's Own Lindsay Rifles," prospered briefly but was disbanded in 1865. Almost immediately, however, under the pressure of the Fenian Raids, three infantry companies were raised in Lindsay, Omemee and Bobcaygeon respectively. In 1866, a 45th West Durham Battalion, which had begun entirely as a Durham County regiment, with headquarters at Bowmanville, added two new companies, No. 5 in Omemee and No. 6 in Lindsay. There was a gradually shifting of companies northward, until by 1905 all of the 45th Regiment was in Victoria County. Its regimental march, "Bonnie Dundee," would seem to owe more to the Scotch of Eldon township

than to any earlier influence. In 1920, the name was altered to "the 45th Victoria and Haliburton Regiment"; in 1936, with a change in arms, it became the 45th Field Battery, CFA; and since 1946 it has been the 4th Field Regiment, RCA; and includes the 45th, 56th and 4th Batteries. The shift from infantry to artillery is typical of the growing mechanization of modern warfare.

Volunteers from Victoria County have taken part in five wars: the Saskatchewan Rebellion of 1885; the South African War in 1899-1901; World War I, in 1914-18; World War II, in 1939-45; and the Korean War in 1950-53.

The Saskatchewan Rebellion

The Saskatchewan Rebellion of 1885 was the result of stupidity on the part of the Canadian government. As the Northwest Territories were taken over from the Hudson Bay Company in 1870 and the Canadian Pacific Railway pushed its way across the prairies in the early eighties, the half-breeds or Métis along the Saskatchewan River asked that they be given a legal title to the land that they had occupied for many generations. The North-West Council and the Mounted Police urged that prompt action be taken to meet this reasonable request. The Government admitted the justice of the Métis' claims but did nothing whatever about them except to double the police force. At last the storm broke. The half-breeds found that constitutional agitation was hopeless and began open hostilities. A punitive force of militia volunteers was sent out by Ottawa and broke the opposition in a few brief weeks. In the sequel, the half-breeds received all that they had originally sought and Canada paid $5,000,000 for a campaign brought on by the incompetence of her politicians.

Lindsay contributed a company of the 45th regiment, mobilized in Lindsay and consisting of 47 men (all ranks) under Major John Hughes, Captain J. C. Grace and Lieut. George E. Laidlaw. In the siege of Batoche it was this company that, exasperated at General Middleton's orders to skirmish and snipe but not to attack, launched a furious charge straight at the enemy's rifle-pits, quickly overran their defenders, and (joined by the remainder of the attacking force) ended the three-day battle in a few minutes.

The South African War

In the South African War there was a similar disparity between the propaganda version when the conflict began and the facts that later

research has established. The late Francis Neilson, in *The Makers of War* (1950), says frankly "Britain had to fight a war in South Africa for the gold and diamond merchants. . . . The mass of the British people never knew the truth of this disgraceful business until long after the war was over." The sceptical are referred to the whole of Neilson's first chapter, entitled "Britain's Role in the Boer War." One may also refer to Captain March Phillips in his *With Rimington* (1901): "The Mass of Uitlanders (i.e. the miners and working men of the Rand) had no grievances. I know what I am talking about, for I have lived and worked among them."

While the war itself was a dark episode in the history of imperial greed, the bravery and endurance of the troops were a matter for pride. In that record, volunteers from Victoria County have a distinguished place. Three contingents went out from Canada: (a) a battalion of the Royal Canadian Regiment, on October 30, 1899; (b) two regiments of mounted rifles, known as the Royal Canadian Dragoons and the Canadian Mounted Rifles, together with three batteries of artillery, designated "C,"D" and "E," all in January 1900; and (c) a regiment of calvary, Lord Strathcona's Horse, in March 1900. Seven men from Victoria County went with the first contingent, four with the second, and three with the third. Canada's official contribution to the Boer War was 189 officers and 3,907 men.

The RCR's finest hour was at Paardeberg Drift in February 1900, where this Canadian unit delivered the final attack that led to the surrender of General Cronje, followed shortly by the capture of Bloemfontein, the capital of the Orange Free State. In June they shared with the RCD's and CMR's in the capture of Pretoria, the capital of the Transvaal. Lord Strathcona's Horse, after an abortive campaign in Portuguese East Africa, served under Buller in the southern and eastern Transvaal. Of the many tributes of praise to the Canadian units one may pause over Sir Horace Smith-Dorrien's verdict on the RCR's: "There are no finer or more gallant troops in all the world."

World War I, 1914-1918

The true nature of World War I was even more thoroughly hidden than that of the South African War under mountains of wartime propaganda. Public myths, iterated and reiterated during the emotional excitement of the war years, have a way of embedding them-

selves for ever in the public consciousness. Tens of millions, and their children, have never met with the painfully recovered facts and this renders re-education all the more difficult.

President Wilson, in his bitter awakening over the peace treaties of 1919, declared frankly: "This war, in its inception, was a commercial and industrial war. It was not a political war." Francis Neilson expands this statement: "It was a commercial war, planned chiefly by Delcassé (the Franch Foreign Minister), Sazonov (the Russian Foreign Minister,) and Izvolsky (Russian Ambassador to France in 1914)." It has been proven that there was no British guarantee of Belgian neutrality and that, as John Burns, MP, explained to Harry Elmer Barnes, the British decision for war was made in 1914 before a word was said about any Belgian issue. "Later," Francis Neilson adds, "after the trials of the Russian generals, it was found that Russia began it. England was drawn in at the tail end of the chariots of France and Russia."

Canada, of course, was involved in her turn in lock-step with the British. Sir Wilfred Laurier spoke for both of Canada's major language groups when he said in Parliament: "today we realize that Great Britain is at war, and that Canada is at war also." The Canadian government could determine the extent and nature of Canada's participation, but it could not declare that the Dominion was neutral.

The response of a relatively untrained and unmilitary people was spectacular. Two months after the outbreak of war, an unprecedented armada of 32 transports, escorted by 10 British warships, was convoying 33,000 soldiers from Canada to Britain; and within another four months a complete infantry division of Canadian troops was in action in France. Canada's total contribution was ultimately to exceed 550,000 or over six times Wellington's entire army at Waterloo.

By the time the Canadians arrived on the Western Front, the opposing forces were already locked in the trench warfare that was to prevail for three years and a half, with millions of casualties in a desperate ebb and flow of battle. The Canadians' first engagement was the defense of Ypres with almost incredible resolution in the face of the war's first gas attack and the collapse of the French troops on the Canadian flank. Foch himself could scarcely credit the exploit. The other chief engagements in 1915 were at Festubert and Givenchy, where stupidity on the part of the Allied High Command resulted in appalling casualties for negligible gains. When the British War Office clamoured for more Canadian troops,

Sir Sam Hughes understandably protested that for tactics of the Givenchy sort not men but Texas steers were wanted.

In 1916 the Canadians again won high honour and suffered terrific casualties in more abattoir-style engagements at St. Eloi and Mount Sorrel in the same Flanders area. Late in the summer, the Canadian Corps, now four Divisions in strength, was transferred south to the nightmare landscape and blood-soaked fields of the Somme, where an inconclusive Allied offensive had been raging for two sanguinary months. The Canadians captured a series of German positions—Moquet Farm, Courcelette, and the so-called Fabek, Zollern, Hessian, Kenora, Regina and Desire trenches. Canadian casualties in this share of the meat-chopper struggle totalled 21,179 while the ground gained by the allies at a cost of over 350,000 killed and wounded was about the area of Emily township. Meanwhile the Canadians had won the highest reputation for their dash, their courage and their resolute steadfastness. Of their quality Lloyd George was to write thus: "The Canadians played a part of such distinction that thence-forward they were marked out as storm troops; for the remainder of the war they were brought along to head the assault in one great battle after another. Whenever the Germans found the Canadian Corps coming into the line they prepared for the worst."

On April 9th, 1917, in the first stage of the Battle of Arras, this Canadian Corps, with all four divisions attacking simultaneously, carried the hitherto impregnable fortified heights of Vimy Ridge. This was the first exclusively Canadian victory and—for Canada—the greatest battle of the war. It is with historic justice that the tall marble pillars of Walter Allward's Vimy Memorial were later to be set up on this eminence overlooking the Douai plain. In August, the Corps' chief battle was the capture of Hill 70, a bold hillock northwest of Lens. On October 26, 1917, the Canadians were on the Ypres salient once more and were thrown into an assault on the Passchendaele Ridge. Sixteen days and nearly 15,000 casualties later, they had obtained their objective. The motives for the quixotic attack lay in Anglo-French rivalry and the quarrels of British and French commanders; and Mr. Henry Borden, a youth at the time, recalls hearing his uncle, Sir Robert Borden, indignantly tell the British War Cabinet that unless this senseless destruction of brave men for non-military reasons were to cease, Canada would supply no more troops.

In the spring of 1918, with Russia out of the war, the Germans hurled a desperate offensive against the West. They won tremen-

dous successes but not ultimate victory. The Allies at long last achieved unity of command and the new generalissimo, Marshal Foch, began on July 18th a sweeping counter-offensive that did not halt until the capitulation of the Germans on November 11th. At every stage of this great advance, the Canadians (as Lloyd George had foretold) were used as shock troops for the break-through, but the cost in dead and wounded was appalling. In the three great battles of Amiens, Arras and Cambrai, the Canadian casualty list reached the staggering total of 37,263. In the last few weeks of the war, lesser actions were fought at Denain, Valenciennes and Mons.

In a four-year conflict on a world scale, involving 64,000,000 soldiers and costing 11,422,738 lives, the minuscule contribution of Victoria County has a proud place. The incredibly prompt despatch of the First Contingent was chiefly due to the personal energy of the Minister of Militia, Sir Sam Hughes, of Lindsay. With that Contingent went a detachment of 75 men from Victoria County, under Lieut.-Col. F. A. Hopkins and Lieutenants W. W. Wilson, Walter Kirkconnell and George Weeks. The County's chief contributions after the First Contingent had left were to the 21st, 39th, 109th and 252nd battalions. "F" Company of the 21st Battalion (Second Contingent) contained 110 local men. The 39th Battalion had a somewhat smaller number. The 109th Battalion, commanded by Lt.-Col. J. J. H. Fee, was actually mobilized in Lindsay, reached a strength of 1,050 in the spring of 1916, and went overseas as a unit. The 252nd Battalion, under Lt.-Col. J. J. Glass, was also recruited in Lindsay. Names of the 205 Victoria County war dead will be found in Appendix "B" to the present volume.

Prologue to World War II

The fires of war-time hatred that had been fanned by Allied propaganda made impossible the drafting of any just peace after World War I. The conditions of surrender that had been signed at the Armistice on November 11, 1918, were torn into a thousand shreds by the Paris treaty-makers, presided over by an implacable Clemenceau. John Maynard Keynes, in his *Economic Consequences of the Peace*, outlines the deadly results in the economic life of a prostrate Germany. The Franco-Russo-British conspirators of 1914 had destroyed a business rival but had also ruined their best customer and their own prosperity. The political iniquities of the Treaty of Versailles, moreover, were such that Ramsay MacDonald

informed the British electors that, if he were a German, he would never subscribe to its provisions.

The rise of Hitler to power in 1933 was in large part the reaction of the Germans to the refusal of the Allies, and especially France, to relax the draconic terms of the Treaty. The rearmament that began in 1936 was a reaction to Germany's encirclement by Russia, Poland, the Little Entente, France and Britain, whose combined strength and rapidly expanding military power were many times greater than those of Germany.

In the USA, in October 1947, a general staff study, under the direction of Major-General C. F. Robinson, was published under the title *Foreign Logistical Organizations and Methods*. Hanson W. Baldwin, reporting on this book in *The New York Times,* shows that in 1939 alone Britain turned out 8,000 war planes as compared with 4,733 in Germany—and of course the production in France and Russia tipped the scales enormously against the Germans. He concludes: "Germany was not prepared in 1939—contrary to democratic assumption—for a long war or for total war." And Burton H. Klein's serious study, *Germany's Economic Preparations for War* (Harvard University Press, 1959) states: "In 1938-1939, the last peacetime year, military expenditures amounted to 18 billion RM, a sum equivalent to 15 per cent of Germany's gross national product. . . . Total British war expenditures in 1939 constituted nearly 15 per cent of her gross national product and were only slightly less than Germany's." One can perhaps suggest that Hitler assumed that France and England would not follow up their fantastic treaties of support with a distant Poland and that no general war was in prospect when he invaded that country on September 1, 1939. In that case he will have blundered into a trap in which the forces against him were ultimately at least five to one in men and materiel of war.

World War II

On September 3rd, however, the British and French governments dutifully declared war on the German Reich. On September 9th, Canada, after two days of serious parliamentary debate, issued a formal Declaration of War in her own right. The sequel was destined to be on a scale even greater and in a theatre far vaster than the war of 1914-18.

A bare summary of the various campaigns fills 412 pages in General J. F. C. Fuller's *The Second World War 1939-1945*. To re-

duce it to a single paragraph would be a rash piece of simplification.

A blitzkrieg crushed Poland in 35 days and the country was divided between Hitler and his new allies, the Soviets. A sudden occupation of Denmark and Norway in April was followed by "the Battle of Western Europe," in which France was crushed in less than eight weeks by lightning strokes of armour and dive-bombers. Some 330,000 men of a British Expeditionary Force were evacuated from Dunkirk to England.

A "Battle of Britain," which began with German air attacks, never got past that stage. Meanwhile, Italy had come into the war on the German side, launched an unsuccessful attack on Greece and began an armoured attack along the North African coast towards Egypt. This attack was rolled back by the British, who also occupied Italian Abyssinia in order to clear their supply routes. The Germans meanwhile swept down through the Balkans and even drove the British out of Crete in a brilliant manoeuvre. In June 1941, Hitler suddenly attacked the USSR. Upwards of half a million Soviet soldiers surrendered en masse and asked for a chance to liberate their country from Stalin, but their brutal reception by the Nazis turned the Soviet resistance into a national movement. By December 7, 1941, the German front stretched from Leningrad east and south to Rostov-on-Don, by the Sea of Azov. On December 9, 1941, the Japanese attacked Pearl Harbour, and this enabled Roosevelt to declared war on both Japan and Germany. Preliminary Japanese campaigns overran the Philippines, Malaya, Burma and the Dutch East Indies. Thereafter as the mighty economic strength of the USA mobilized for production, the defeat of both Japan and Germany was only a matter of time. It could have come a year earlier if Roosevelt had not committed the Allies to the folly of "unconditional surrender." In the Pacific theatre, General Douglas MacArthur steadily recaptured Japan's conquests and at last tightened the noose about the home islands. In North Africa, beginning at El Alamein, the British forces cleared the coasts of German armour and then advanced by way of Sicily into Italy. On June 5th, 1944 came the Normandy invasion by which American and British forces landed on 70 miles of France's Channel coast and began operations to northward and eastward that brought them to Germany, and victory in May 1945. On the East European front, Soviet armies, equipped with American boots, tanks, shells, planes and canned food, were steadily pushing the Germans back and were rashly permitted, by arrangement with F.D.R., to be the first to reach Berlin, Prague and Vienna.

The main Canadian share in all this was (a) participation in the attack on Sicily and Italy from July 1943 to February 1945, and (b) sharing in the ejection of German forces from France, Belgium and Holland. Altogether, 730,625 Canadians saw service in World War II. There were 74,374 casualties, of which 22,964 were fatal (as compared with 60,661 in World War I). This lower figure is partly due to better medical facilities and partly to the much shorter period in which the troops were in action.

So far as Victoria County was concerned, the only units actually mobilized in the area were the 45th Field Battery, RCA, which served as one company of the 5th Army Field Regiment (later the 7th Canadian Medium Regiment) and the 56th Anti-tank Battery, RCA, a component of the 6th Canadian A/Tk Regiment, RCA (later the Corps A/Tk Regiment of the 2nd Canadian Corps). The two units landed in France on July 10th and 9th respectively and were in action almost continuously for the next ten months. The 45th fought chiefly at Caen, Cormelles, Elbeuf, Boulogne, Berg-en-Dahl, Cleve, Emmerich and Emden and crossed the Rhine into Germany on April 1, 1945. The 56th Battery distinguished itself especially at Caen, Falaise, Boulogne, Calais, Antwerp, Nijmegen, Udem, Reichswald, Liege, Haren and Hesel. At Boulogne, this battery took over 300 prisoners and Lieut. Cardy was awarded the Military Cross. Other artillery decorations were Military Medals for J. Gordon Tully and Joe Watson, of Lindsay. The 45th suffered 33 killed and 86 wounded casualties and the 56th some 38 killed and 126 wounded casualties. From 14 March 1944 until 10 November 1944, the 2nd Canadian Corps was under the command of Brigadier (later Major-General) A. B. Matthews, DSO, a grandson of Ensign George Matthews of Lindsay's infantry company in 1866.

Only a minority of the County's volunteers chose to serve in the artillery. Probably the largest single group enlisted in the Royal Canadian Air Force, but the files in the Lindsay Public Library show that still others served in the Royal Canadian Navy, the Royal Canadian Ordnance Corps, the 17th Light Field Ambulance Corps, the Canadian Women's Army Corps and at least eight infantry units—the Queen's Own Rifles, the Royal Canadian Dragoons, the Dufferin and Haldimand Regiment, the Western Ontario Regiment, the Midland Regiment, the Argyll and Sutherland Highlanders, the Stormont, Dundas and Glengarry Highlanders and the Hastings and Prince Edward Regiment. The last named was the only one on this roster to share in the long, hard Italian Campaign,

from Assoro and Agira to Ortona, the Liri Valley and San Fortunato. Europe's "soft under-belly" of Churchill's rhetoric had turned out to be a crocodile's back, cracked only by 18 months of desperate fighting. The RCAF was still more widely employed, against submarines, in support of ground action in Western Europe, and in the strategic bombing of Germany proper. The RCN was chiefly used for convoy duty and on patrol against submarines.

The roster of County dead recorded on the Lindsay cenotaph totals 137, of whom 25 are from the associated County of Haliburton. A list of the names will be found in Appendix "C".

The Korean War

As even Churchill (but not Roosevelt) had foreseen before the end of World War II, unlimited Western concessions had given the Communist states enormous advantages for their continuing program of world conquest.

Ten European nations had disappeared, in whole or in part, behind an "Iron Curtain" and the vast area and population of China were presently added to the Great Communist Empire. On June 25, 1950, a new Red power move was initiated when the Communist armies of North Korea swept down into non-Communist South Korea and overran the whole peninsula except for a small pocket around Pusan. The temporary absence of the USSR from the Security Council of the United Nations permitted that body, without fear of veto, to authorize an opposing army, spearheaded by American troops and with General Douglas MacArthur in command. By November 26th, this UN force had swept triumphantly north to the Manchurian border. Complete victory was in sight when (according to MacArthur) disloyal advisers to President Truman systematically reported every American decision to the Communist Chinese and vetoed his plans to clean up the war.

A heavy Chinese invasion that he had been prepared to neutralize was then enabled, by the Leftist plotters in Washington, to push the UN force most of the way down the peninsula again. Successful counter-attacks finally stabilized the front close to the old frontier where the war began, but there were repeated violent Chinese onslaughts to be beaten off during the next two years.

Canada contributed three destroyers and over 22,000 Canadian soldiers to the UN force, especially battalions of the three perma-

nent units—the Princess Pats, the Royal 22e Regiment and the Royal Canadian Regiment. There had been 1,528 Canadian battle casualties, 294 of them fatal. One of the war-dead, Walter Marshall, was from Lindsay and his name has been added to the roster on the cenotaph.

The Canadianization of the Armed Forces

The Canadian Army in 1939-45 was national to an extent never known before. From the start it was commanded by Canadians and staffed by Canadians. Eighty-four per cent of its personnel were native-born. The pride of the troops in being Canadian and in achieving great things together as Canadians reproduced on a larger scale the proud national self-confidence of the old Canadian Corps of Vimy, Amiens, Arras and Cambrai. It is only unfortunate that a premature public desire for blood-letting in 1943 led to the splitting of the Army between two fronts. It was not until February 1945 that the 1st Canadian Corps was brought back from Italy to join the rest of the Canadians in Holland, and it was almost the end of March before they entered the line for the final push into Western Holland and Germany.

The County's soldiers, like those of Canada as a whole, presently returned to the daily round and common task of civilian life at home. Canada's dead were scattered on a thousand battlefields, but the courage, endurance and self-sacrifice embodied in both the dead and the living had helped to build a common sense of identity in the troops and in those to whom they returned. The wars of the 20th century, in their origins and conduct, are a dark stain on the records of the politicians in many countries. Human passions, human duplicity and human stupidity have been as colossal as in any age of history. But the resolute bravery and daring of our men in uniform are a glory for ever.

Chapter XIV

PAGES OF PARISH HISTORY

The Federal census of 1961 showed a great diversity of confessional allegiance in Victoria County. The roster runs as follows, with the figure for Lindsay in brackets after each figure for the county as a whole: United Church 13,182 (4,164); Anglican 5,135 (2,286); Roman Catholic 4,111 (2,185); Presbyterian 3,372 (1,274); Baptist 2,008 (760); Pentecostal 621 (241); Salvation Army 327 (147); Lutheran 167 (54); Christian Reformed 159 (59); Jehovah's Witnesses 92 (32); Mormons 91 (17); Greek Orthodox 48 (22); Jewish 35 (24); Ukrainian Greek Catholic 18 (14); Adventist 14 (2); Christian Science 11 (4); Mennonite 8 (1); Disciples 2 (0). Changes since 1911 may be noted by listing the major denominations of that earlier census-year: Methodists 12,283, Presbyterian 6,814; Anglican 4,551, Roman Catholic 4,344, Baptist 1,151, Salvation Army 210, Christians 164, and Mormons 95. In 1911, the Methodists were the largest single denomination in every township except Eldon, Carden and Dalton; the Presbyterians far exceeded all others combined in Eldon and led in Dalton; while the Roman Catholics led in Carden and were close runners-up in Ops and Emily. There are upwards of 80 churches in Victoria County today and to tell the full story of each would in itself add up to a very large volume indeed. In this present single chapter it has therefore been decided to concentrate on the churches of the county town, with only incidental references to churches and preaching stations farther afield.

(I) The Roman Catholic Church in Victoria

The Catholics of Victoria County are largely to be identified with the block settlements of pioneer Irish in South Ops, North Emily and, at a later date, the township of Carden. With these communities are associated St. Mary's Church (Lindsay) and St. Luke's Church (Downeyville, although the movement of citizens to and fro in the course of nearly a century and a half has resulted in a diffusion of some Catholics into all of the townships. The history of St. Mary's Church, Lindsay, is given in some detail hereunder, with a briefer account of the Downeyville parish. St. Patrick's Church (43 families), Kinmount, was established in 1874, and its pastor, Rev. C.R. Kay, also ministers to St. Joseph's Church (23 families), at Bobycaygeon, St. Aloysius' Church (50 families) at Fenelon Falls, and Our Lady of Fatima Church (24 families), at Minden. St. John the Evangelist Church (46 families) was established at Kirkfield in 1885 and its pastor, Rev. J.A. Greenan, also serves St. Anthony's Church (20 families) in Woodville, St. Margaret's Church (20 families) in Coboconk, and Our Lady Help of Christians Church (22 families) at Victoria Road. The rather numerous Catholics in Carden Township worship at Brechin and Uptergrove, in the next county. The early supervision of Ops and Emily came under the parish priest of the still larger Irish Catholic settlement in Peterborough; and it may be noted that the Catholic parishes of Victoria County today come under the oversight of the Bishop of Peterborough.

The first priest to visit Ops was Father Crowley, an elderly Irishman from Cork who had come out in 1825 as shepherd of the Robinson Immigrants. His first mass in Ops was said in 1830 in the shanty of John Maloney. Stations were also held at Terence Brady's, Patrick Connell's, Dennis Twohey's, and John Murphy's. He received from the government 200 acres of land (lot 16 in the 5th concession) which was ultimately patented in the name of his nephew, John Ambrose. The grant was made to help settlement and a house for storing settlers' effects was built on the west bank of the river. The spot was therefore long known as "the Priest's Landing." Father Crowley was hot-tempered and had many bitter quarrels with his parishioners. It is related that when Patrick O'Keefe and Cornelius Hogan gave him a churlish refusal to pledge money to the church they received his malediction, and within a year O'Keefe became permanently blind and Hogan a cripple for life. Father Crowley retired in poor health in 1832 and died at Rochester, N.Y., in 1835.

His successor, Father Bennett, was a slight but energetic young man of middle height, described as cultured and eloquent. As his pastoral tours extended as far as Coldwater and Penetanguishene, he paid only one visit to Ops. On that occasion he said mass in Dennis Twohey's shanty.

He was succeeded in September 1833 by Father Timothy O'Meara, a tall, powerful man of forty, who said mass at Terence Brady's and Patrick Connell's.

Father O'Meara was followed in 1834 by Father Butler, a very small, thin man, who was a native of Tipperary and had previously been a schoolmaster. He paid Ops frequent visits and said mass several times in the house of John Murphy. He was severely injured in 1838 by falling twenty-five feet from the roof of a church which he was building in Peterborough. It was not, however, until June 25, 1853, that he died, being then in the seventy-fourth year of his life and the nineteenth year of his Peterborough pastorate.

First Resident Priest of Lindsay

Prior to 1840 one priest, stationed at Peterborough, had to minister to a mission which extended from the Marmora mines on the east to Bowmanville, Orillia, and the back lakes, on the south, west and north. To cover all this district in a year, even by travelling on horse-back for three weeks at a stretch, was an almost impossible task. Accordingly the parish of St. Mary's, focused at Lindsay, was formed in 1840, and Father Hugh Fitzpatrick, of Fermanagh, Ireland, was appointed as the first resident priest.

In June, 1840, Father Fitzpatrick left his previous parish in Adjala township, in Simcoe County, and came to Lindsay by way of Port Perry, with two wagon-loads of furniture and his old housekeeper, Mrs. Moran. At Port Perry he was met by Patrick Brady and James Maloney, who as night was at hand, stored his effects in a tumbledown warehouse on the shore of Scugog Lake. Brady and Maloney slept in this warehouse while the priest put up at Crandell's tavern. All were given a nervous night, the two former by rats and the latter by restless Orangemen. In the morning all the baggage—tables, chairs, beds. and high-backed writing-desk—was stowed in a capacious thirty-foot dug-out borrowed from "King Connell"; the party embarked; and their slow voyage down to Lindsay began. At Lindsay they landed at the old mill at the foot of

Ridout Street, where most of the villagers had gathered to escort the priest to his home in a log shack in the rear of the present Royal Hotel. This shack had been previously used as a shop by Captain Murphy and was later replaced by Hiram Bigelow with a stone store, destroyed in the great fire of 1861. In 1840 and 1841, however, it served as both church and presbytery.

Father Fitzpatrick soon set about the erection of a church. A lot was secured on what is now the southwest corner of Russell and Lindsay streets. Lindsay Street was then the eastern limit of the townsite; Kent Street was being chopped out for the first time; no other streets were cleared; and the church lot lay in a dense, impenetrable swamp of spruce and cedar. In the autumn of 1840, Patrick Brady and Peter Tully were given the privilege of felling the first tree. The site was cleared during the winter and all the timber necessary for building was cut and prepared on the ground. In the spring of 1841 a bee was held and the church raised. The corner men were Patrick McHugh, James Pyne, Thomas Hoey, and James Walker. The main log building, forty feet long by twenty-eight feet wide, was put up in two days. Then the roof was put on by Thomas Vaughn, who worked at Purdy's mill. The shingles were made by hand on Peter Greenan's farm by Owen Carlin, Donald Malady, Thomas Hoey, Terence, Patrick and Michael Brady, and Peter Greenan, and when the work of shingling began more men crowded on the roof than could stay there. The sashes for the windows were made by Richard and Michael Lenihan. Then, as no nails, glass or putty could be had nearer than Port Hope, Nicholas Connolly and Patrick Leddy went around the parish and collected some thirty bushels of wheat. They took this over the bush trail to Port Hope, sold it, and returned with the needed supplies. The lime to plaster the crevices between the logs of the church was made by James Bryce in a kiln near the present wharf and was laid on by the parishioners under his direction. The floor was made of rough-hewn two-inch planks laid down on log joists. The altar was also built of rough boards, like a big box. The door was made by Dominic McBride and the hinges and latch by John Cunningham. There were never any pews in the body of this original church. There were, however, two galleries of four pews each, one on each side, and an end gallery built by Thomas Keenan and Thomas Spratt for their own use.

The first mass in the church was said on November 1, 1841. On Corpus Christi day of the following year the brush piles around the

building were burnt and the church itself narrowly escaped destruction.

Music was strikingly lacking in the church. A fiddle was the only instrument heard within its walls. There was no choir, but the Gillogly family sometimes sang.

Meanwhile a presbytery was being built at Father Fitzpatrick's own expense on a lot bought by him from the government on the northwest corner of Lindsay and Russell streets. Dominic McBride had contracted for its construction but after putting up the frame in the spring of 1841 he failed to carry it any further. W. Thatcher then finished it in December 1841 and Father Fitzpatrick moved in in January 1842. During the summer he brought hawthorn trees from Sturgeon Point and planted them around his lot. This property was later transferred to the parish for the sum of $400. The present presbytery on lots 11 and 12 on the north side of Russell Street East was a gift to the church from John Knowlson in 1873.

When Father Fitzpatrick came to Lindsay in 1840 he was a powerful man in middle life. By the end of 1843 he was almost completely broken down. Scores of his parishioners had been dying off with swamp malaria. He himself had had fever and had been bled recklessly, after the practice of the day. The narrow trail by which he went to minister to Downeyville, King's Wharf and Bobcaygeon was an interminable morass dotted with stumps. His health was no longer equal to the strain and in December 1843 he retired to Douro.

There were brief ministries by Father Roche and Father McCormick. Then in the autumn of 1844 came Father Fergus Patrick McEvoy, a fine-looking man from Mayo, Ireland. The first Sunday on which he said mass the grain lay cut in the fields and rain was imminent. Therefore, as many in the parish were ill and serious loss was threatened, he sent his congregation out to bring in the harvest. Father Fitzpatrick had, on leaving, removed all his furniture from the presbytery so that Father McEvoy was obliged to board at an hotel owned by the carpenter, Dominic McBride. In the course of time he fell out with McBride and cursed him from the altar. McBride's wife then left him; all his debtors refused to pay him; no one would speak to him; his hotel was burned down by incendiaries; he grew crazed and despondent; and at last disappeared from Lindsay forever. It was also in Father McEvoy's time that Lindsay narrowly escaped a pitched battle between the villagers and a small army of Orangemen who had marched up from South Emily to shoot up the hamlet.

He was relieved in the fall of 1847 by Father Fitzpatrick, who ministered again to the parish till October 1848.

Father Chisholm Plans New Church

For the eight years that followed, the parish priest was Father Chisholm, DD, the 27-year-old son of Colonel Chisholm, of Glengarry. This young Scotch-Canadian was six feet, four inches in height, handsome, affable, and educated at Rome itself. In 1852 he bought a three-acre lot (the Mansion House block) with a view to building a school for higher education. This lot was stumped by a parish bee. The educational scheme was at last abandoned and the lot sold about 1870. In 1854 the Bank of Upper Canada gave him the present church property on Russell Street East in return for his influence in promoting the granting of a bonus to the Port Hope, Lindsay, and Beaverton Railway, in which the bank was interested. On this new property he planned to build a brick church and laid out the foundations 150 feet by 60 feet. Some 600,000 brick were ordered from Patrick Curtin and were drawn in by a bee in the winter of 1854-55. Pine was bought in 1855 from Patrick McHugh, cut on lot 4 in the third concession, and brought down the river by a man named Page. In the same year Father Chisholm first organized the Separate School, which met during the week in the old church building. His work was barely begun when he was transferred in December 1856 to Alexandria. So highly was he esteemed in Lindsay that the Catholics gave him a purse of $400 and the Protestants a like amount and a large procession of both Protestants and Catholics escorted him to Reaboro, then the head of steel on the new railway. Father Chisholm died of heart trouble at Perth, Ontario, May 1, 1878.

The next incumbent, from January 1857 to April 1868, was Father James Farrelly of Cavan, Ireland. Father Farrelly cut the dimensions of the new church down to 100 feet by 50 feet. The contract for the brickwork was let to a Mr. Alexander, of Port Hope, who put in a new foundation and then left. His work was completed by a Mr. Carlyle, of Peterborough. Charles McCarthy, who was the architect of the building, handled the woodwork. The first mass in the new church was said on Christmas Day, 1859. A choir was then organized by a Mr. Devlin, whom Father Farrelly brought in from Ottawa, and an orchestra of a dozen violins set up under the leadership of Mrs. Devlin. The first organ was put in

much later by Mr. C.L. Baker, as a gift to the church. Miss O'Connell was the first organist.

A Famous Apostle of Temperance

In May 1868, Father Michael Stafford succeeded Father Farrelly. Father Stafford ultimately enjoyed national fame for his heroic fight on behalf of temperance. In 1868 he erected the present Separate School building, acknowledged in its day as one of the finest structures of its kind in the province. In 1874 he opened a new convent, built at a cost of $60,000, for the Ladies of Loretto. This convent was burnt down on April 24, 1884, but was at once restored under the supervision of William Duffus of Lindsay, the original architect. In 1890 the Ladies of Loretto were succeeded by the St. Joseph nuns. Father Stafford died of angina pectoris on November 12, 1882, and was buried in the Catholic church in a vault on the right hand side of the altar.

His position was held by Father Lynch from November 1882 till February 1884, when the Rev. P.D. Laurent, VG, a native of Brittany, France, was appointed to the parish. At this time the debt of the local church totalled $18,000. This was wiped out entirely by October 1890. In this latter year a spire was added and two bells, weighing 3000 pounds and 900 pounds respectively, were hung in the steeple. In 1894 the church was enlarged and beautified and in 1897 a large building on the church property was bought and converted into a parish hall at a cost of $4000.

Father Casey of Smith's Falls succeeded Monsignor Laurent on January 19, 1902. On December 19, 1913, he was invested with the office of Domestic Prelate (carrying with it the title of Monsignor) and in June 1920 he was made Protonotary Apostolic, one of the Church's highest officials. Father Casey died very suddenly on May 14, 1921. He was succeeded in 1921-27 by Very Rev. Dean George Whibbs and he in turn by Monsignor W.J. McColl, VG, from 1927 to 1942. In his pastorate, the sanctuary was enlarged to the full width of the church building and the interior was decorated and greatly enriched. The Very Rev. J.V. McAuley, of Campbellford, took over on September 2, 1942. In 1949, he was raised by the Pope to the rank of Domestic Prelate, with the title of "Monsignor," the fourth Lindsay pastor to be so named. His saintliness, affability, charity and wit are warmly remembered in the parish. He died in his sleep on January 26, 1956, at the age of 75.

His successor was the Rev. Cyril Carroll, parish priest of Nor-

wood. In 1959, St. Mary's parish celebrated the centenary of the present sanctuary, and confirmed the occasion with a major modernization of the various church buildings. Some 35 sons of this one parish have entered the priesthood. Two of these became archbishops, two of them Dominicans, two of them Jesuits, four of them Redemptorists, one of them a Resurrectionist, six of them Basilians, and the remainder parish priests.

St. Luke's Church at Downeyville ("Downey's Cross') in North Emily was also built in the 1840's by Father Fitzpatrick. It was a log structure on the present cemetery site. The first resident priest was Father John Burke, appointed in 1851. Under his successor, Father Coyle, a new frame church was built in 1858. This church was bricked over and remodelled in 1894, during the incumbency of Father Bretherton. In 1939, two side altars were built by Joseph Gosselin. In 1965, the parish priest, Father F. Mihelich, reported his church membership as 90 families and 466 individuals.

(*II*) *Methodism in Lindsay*

The Methodist church in Lindsay stands a close second to the Catholic church in point of time.

In 1832, two years after Father Crowley had said his first mass in Ops, the Rev. Conrad Vandusen rode in from the Cavan Circuit over the quagmire trail through the forest and preached to a tiny log cabin conventicle. Successors in this mission work were the Rev. John Law in 1833, the Rev. John Black in 1834, and the Rev. William Young in 1835.

In 1836 Cavan was united with the Peterborough Circuit and Lindsay was supplied from the Brock Circuit on the west. The missionary from 1836 to 1838 was the Rev. Cornelius Flummerfelt, who was followed in 1839-40 by the Rev. Horace Dean, whose son later became Judge Dean. In 1841 and 1842 the visiting pastor was the Rev. John Sanderson. Under his direction an acre of land was secured from the government on the southwest corner of William and Wellington streets and a small frame building, used as a school during the week and as a church on Sunday, was erected. This building, which was at once the oldest school and the oldest Protestant church in Lindsay, still stood at No. 23 Wellington Street until April 1929, when it was demolished.

The subsequent pastors up to 1852 were the Rev. Herman Davis in 1843, the Rev. Gilbert Miller and the Rev. Samuel Fear in 1844, the Rev. Gilbert Miller and the Rev. Abraham Dayman in 1845, the

Rev. William Young in 1846, the Rev. David Hardy in 1847, the Rev. C.W.M. Gilbert in 1848, the Rev. John Sanderson in 1849, and the Rev. Cornelius Flummerfelt in 1850-51. None of these ministers lived in Lindsay at all except the Rev. David Hardy, who sojourned in the village during 1847.

The First Resident Methodist Minister

The first officially resident minister was the Rev. Thomas Hannah, appointed in 1852. During his ministry a much larger frame church, more recognizable in its architecture, was built next to the original building but fronting on William Street. The earlier structure was then occupied by Mr. Hannah as a parsonage.

From 1854 to 1868 Lindsay was now the head of a circuit and during most of that period two preachers were required to cope with all the country appointments. The senior incumbents were as follows:—1954-56, Rev. J. C. Osborne; 1857, Rev. James Greener; 1858-60, Rev. D.C. Clappison; 1861-63, Rev. S.C. Philp; 1864-66, Rev. A. Edwards; 1867-69, Rev. James Greener. The assistants were the following:—1854, Rev. Garrett Dingman; 1855, Rev. W.H. Chard; 1856, Rev. James Ash; 1857, Rev. A.L. Peterson; 1858, Rev. David Jackson; 1859, Rev. W.W. Miller; 1860, Rev. J.H. Stinson; 1861, Rev. N.S. Burwash; 1862, Rev. N. Galbraith; 1863, Rev. Thomas Adams, BA; 1864, Rev. W. F. Morrison, BA. In 1865 most of the country appointments were formed into an Oakwood Circuit. In 1868 all remaining outlying charges were annexed to Oakwood and the Lindsay church was left to devote all its energies to development at home.

A floating debt of several hundred dollars was now paid off in 1869 and preparations were made to build a new brick church and a new parsonage. In 1870 the Rev. Mr. Greener was succeeded by the Rev. C. Freshman, DD. A lot was purchased in this same year on the northwest corner of Bond and Cambridge streets, and a parsonage built. In 1871 a church of white brick was put up on the same property at a cost of $12,000. It was dedicated to divine worship on December 17, 1871, by the Rev. W.M. Punshon, DD, the Rev. G. R. Sanderson, DD, and the Rev. G.H. Davis. The ministers for the next fifteen years were as follows:—1872-74, Rev. James Brock; 1875-76, Rev. Charles Fish; 1877-79, Rev. Wellington Jeffers, DD; 1880-82, Rev. John S. Clarke; 1883-84, Rev. Wm. H. Elmsley; 1885-86, Rev. M.L. Pearson.

A Season of Amalgamation

In the early eighties two local congregations of similar tenets, the Episcopal Methodists and the Bible Christians, amalgamated with the Cambridge Street church. The Episcopal Methodists were the dominant division of the Methodist church in the United States. A mission on Peel Street flourished in the seventies, but was closed in June 1881 by the Rev. George Abbs, the presiding elder of the district, because of the atrophy of funds and enthusiasm. The Bible Christian church had begun in England in 1815 in an evangelistic revival within the Wesleyan Methodist church. Its leaders were pursued by the Methodists with the same bitter persecution that they themselves had suffered from the Church of England in the previous century. In Canada, a wider toleration helped to heal the breach but separation prevailed until the eighties. A Bible Christian congregation in Lindsay built in 1873, at a cost of $8,400, a white brick church on the east side of Cambridge between Wellington and Peel streets, the building occupied today by the Baptists. Their chief pastors during the next ten years were the Rev. Mr. Ayers, the Rev. Mr. Roberts, the Rev. R.T. Courtice, and the Rev. Mr. Limbert. On February 12, 1883, the congregation voted to join the Methodist church, and one Sunday morning in the following summer the members marched up Cambridge Street in a body to be welcomed back into their ancestral fold. Similar reunions of Methodist sub-denominations were being accomplished throughout Canada at this time and on Tuesday, October 23, 1883, a service of commemoration and thanksgiving was held in the Cambridge Street church.

The congregation had by these amalgamations become uncomfortably large for the church building. Alterations and additions were therefore made in 1886. Extensions were made on the north and south sides, giving additional seating capacity for several hundreds. A gallery was built around the north, east and south walls of the interior and a pipe organ, fronted by a choir loft, placed in the west. The pulpit was placed in front of the choir. While this remodelling was in progress the congregation met each Sunday in the upstairs auditorium of the town hall. The church was formally reopened on December 19, 1886.

The pastors of the Cambridge Street Methodist church from 1888 to 1921 were as follows:—Rev. Wm. Williams, DD, appointed 1888; Rev. T.M. Campbell, 1891; Rev. S.J. Shorey, DD, 1894; Rev. Thomas Manning, DD, 1897; Rev. Geo. W. Henderson, DD, 1902;

Rev. Geo. J. Bishop, DD, 1905; Rev. J.P. Wilson, DD, 1908; Rev. S.J. Shorey, DD, 1911; Rev. A.H. Going, 1915; Rev. E. Val Tilton, 1918.

East Ward Methodist Church

A second Methodist church, functioning in the East Ward of the town, is now eighty years old.

For some time prior to 1878, the Rev. James Greener, a superannuated minister, had been carrying on pastoral work in the East Ward on his own initiative. No church of any denomination existed east of the river. In 1878 the mayor of the town, Colonel Deacon, gave Mr. Greener a quarter of an acre of land on Bertie Street, and Mr. Greener, on his own responsibility and at his own expense, had a little wooden church built on it. On the 17th of November, 1878, the building was dedicated to the service of God.

The Rev. Mr. Greener was followed by the Rev. W.A.V. Pattyson, the Rev. Thomas Culbert, and the Rev. G.W. Dewey. In 1888, during Mr. Dewey's pastorate, a two-storey frame church veneered with white brick was built on the southeast corner of Queen and Caroline streets. The building was 58 feet long by 42 feet wide and had the main auditorium upstairs and the Sunday School on the ground floor. The Bertie Street church was converted into a double dwelling-house. It was burned down on February 18, 1892. A parsonage was built on St. Paul Street in 1889.

The pastors from the time of the Rev. Mr. Dewey until 1921 were as follows:—Rev. Newton Hill, appointed 1891; Rev. John W. Totten, 1894; Rev. James McFarlane, 1897; Rev. A.J. Harvey Strike, 1900; Rev. H.L. Phelps, 1904; Rev. Jos. R. Real, 1908; Rev. David Balfour, 1910; Rev. J.S. McMullen, 1913; Rev. C.H. Coon, 1917.

In 1920 steps were taken to put up a new church on the southwest corner of Lindsay and Wellington streets. On March 17, 1921, a $25,000 building of red brick was opened by Dr. Chown, General Superintendent of the Methodist Church in Canada.

The United Church of Canada

In 1924, the Federal Government passed a United Church of Canada Act, drawn up by representatives of the Methodist, Congregationalist and Presbyterian churches in Canada. Negotiations looking towards organic union had been set in motion as far back as

1904, but moved slowly as the result of strong opposition within the Presbyterian Church of Canada. After 1921 the issue was forced by the fact that economic pressures in the far-flung communities of the Canadian West had already created more than 1,000 commonlaw marriages of congregations. Although the more conservative and affluent East found nearly 40 per cent of its Presbyterians still unfavorable, church councils decided to proceed with union. All of the Methodist and Congregationalist churches entered the Union, along with from 60 to 65 per cent of the Presbyterians. The "Continuing Presbyterians" then reorganized as "The Presbyterian Church in Canada." What has been less often noticed is that a very large number of "Continuing Methodists" from the more revivalist wing of that church proceeded as individuals to regroup themselves in the Pentecostal Assemblies, Holiness Movement, and similar denominations.

In the town of Lindsay, Church Union failed to unite unwilling partners. The Cambridge Street and Queen Street Methodist churches voted to become United churches, but most of St. Andrew's church remained Caledonian granite. A dramatic episode came, however, on February 15, 1925, following a majority vote against Union at St. Andrew's. On that Sunday morning the pro-Union minister of the church and the 178 pro-Union members of his congregation marched in a body to the Cambridge Street church and were welcomed tumultuously into membership. In the long run, the numerical status quo was restored by newcomers in the community. The 1,297 Presbyterians of the 1911 census were succeeded in 1961 by an almost identical figure of 1,274. In the county as a whole, however, the Presbyterians dropped from 6,814 to 3,372, or less than one-half; and the Methodist-United total rose from 12,283 to 13,182.

Cambridge Street ministers since 1921 have been Rev. W.H. Barraclough (with Dr. F.H. McIntosh briefly as a joint minister in 1925), Rev. Dr. T.E. Holling, Rev. A.E. Jones, Rev. Dr. Harold B. Neal, Rev. Robert K. McLean and Rev. Hugh Pritchard. The church building has been repeatedly augumented. Chimes were installed in 1928. In 1929-30 came an elementary-primary addition and an entrance-cum-narthex as a memorial to members of the congregation who had served in World War I. Its walls now bear bronze plaques with the names of all who fell in both World Wars. In September 1958, the congregation opened "Cambridge Hall," a Christian education annex built at a cost of $150,000. In 1963 a memorial window to Ethel Flavelle (1876-1962) was donated by

Mrs. Edith Flavelle McLean; and in 1964 the Hon. Leslie M. and Mrs. Frost gave memorial windows for Cecil Frost, John Carew, Margaret Ann Kelly Carew and Frank Carew. The church membership stands at 1,222.

Since the new Queen Street church was opened in 1921, its ministers have been Rev. Wm. Limbert, Rev. A.L. Brown, Rev. H. Hohn, Rev. Alex F. Donald, Rev. J.J. David, Rev. A.K. Edmison, Rev. J.J. Black, Rev. H.C. Wolfraim, Rev. W.J. Scott, Rev. A.E. Cresswell, Rev W.J. March, Rev. H.J. Lester, Rev. Ben Garrett and Rev. W. Joseph Price. Its building was remodelled and renovated in 1956. The church also acquired the adjacent Deyell Printing Co. building in 1960-61 for Christian education purposes and has bought and beautified a strip of land along the river to the west of the church. The present membership is about 700.

The following is the roster of United Church ministerial charges in Victoria County, with outside preaching stations shown in brackets: Bobcaygeon (Providence, St. John), Cambray (Cameron, Eden, Zion), Coboconk (Baddow, Norland), Dunsford (Salem, Emily), Fenelon Falls (Victoria), Kinmount (Burnt River), Cambridge Street Lindsay, Queen Street Lindsay, Little Britain (Valentia), Manilla (Peniel, Salem), Oakwood, Omemee (Bethel), Seagrave (Zion, Pleasant Point), Sebright (Dalrymple, Sadowa), Victoria Road (Bexley, Long Point), Woodville (Hartley).

(*III*) *Presbyterianism in Lindsay*

About 1835, itinerant Presbyterian ministers began to visit the hamlet and to preach in one log home and another. Eminent among these was Rev. Alex Moore, a giant of a man with a powerful voice, who came from Belfast. When he first arrived in Lindsay, he held an open-air meeting in a clearing just south of the corner of Kent and Lindsay streets. Here he spoke standing on a stump, while the people sat around under trees. Swayed by his eloquence, they persuaded him to stay for a few days. Couriers were sent out to all Presbyterians in the pioneer settlements and these came in from miles around. A contingent from Eldon Township walked in over forest trails to Lindsay, dressed in their kilts and with the bagpipes playing. This was really the primal birthday of Presbyterianism in Lindsay.

The number of Presbyterian families increased during the next decade and in 1845, four years after Father Fitzpatrick had built

his log chapel and the Rev. John Sanderson his tiny frame Methodist church, the Calvinists determined that they, too, would have a place of worship. A lot was secured from the government on the south side of Francis Street about mid-way between Cambridge Street and Victoria Avenue, and a log cabin, thirty feet long by twenty wide, put up on the northwest corner of the property by a congregational bee. Everything was very primitive. No ceiling extended below the rafters. The walls were logs, rough-hewn and plastered. Unlike the Catholics, who had provided a rude altar but no pews, the Presbyterians had at first no pulpit—not even a platform, in fact—while the congregation sat comfortably on rough planks supported on cedar blocks. Some time later Thomas Ray and Hugh Moore added a low platform and a pulpit and substituted bench-legs for the cedar blocks. The Crown Patent for the church lot was not secured until November 7, 1848. It was issued by the Earl of Elgin, then Governor-General of Canada, to a board of trustees consisting of Samuel Smith, Andrew Hall, Duncan Fisher, John Diment, and Thomas Ray.

For three years after the building of the church, the congregation was entirely independent and tended only by occasional missionaries. In 1848 it was taken in charge by the United Presbyterian church and connected with the Presbytery of Durham. The presbytery gave such supply as they could for the next three or four years but it was not until 1853 that the Rev. Gilbert Tweedie, a licentiate of the United Presbyterian church, was ordained and inducted as the first regular pastor in the log church. His field of labor covered Verulam, Ops, Lindsay, and Mariposa. Duncan Fisher, formerly an elder at Mount Pleasant, and Thomas Ray, ordained by Mr. Tweedie, were the first elders.

The Coming of Disruption

The congregation was, in its simple way, peaceful and prosperous, and if matters had been allowed to go on according to the best wishes of the people the Presbyterian church in Lindsay would have had a very different history for the next few decades. However, the Caledonian disruption of 1843 ultimately reached Lindsay and rent the church asunder. Had it not been for ecclesiastical interference from without, it is extremely doubtful whether any local differences would have produced the wide estrangement that afterwards existed. As it was, Mr. Tweedie resigned in 1855 and several families withdrew from the log church to form the nucleus

of a free church body which six years later became identified with the Canada Presbyterian church. The remainder of the original congregation continued in connection with the Church of Scotland. Thus, in Lindsay, instead of one united and prosperous Presbyterian congregation, two small parties struggled along through overwhelming difficulties.

For three or four years the Church of Scotland had no regular services in the log church. In 1859 the Rev. William Johnston was inducted as their first minister. In 1863, during his pastorate, a brick church was put up on the Francis Street lot. Mr. Johnston was succeeded in 1865 by the Rev. J.B. Muir, and on Sunday, November 25, Messrs. Neil McDougall, Thomas Robertson, and Godfrey McPherson were ordained as elders. Mr. Muir was followed by the Rev. Robert Dobie, and he in turn, in 1870, by the Rev. J. Allister Murray of Mount Forest.

The Canada Presbyterians were likewise without services for some time after separation. In 1856 Mr. Sharpe, a colporteur, was sent in by the Canada Presbyterian church to inquire into their state and prospects. He held some services in the old town hall on Cambridge Street (later Sinclair's Carriage Works) and in the Episcopal Methodist church building on Peel Street. In 1863 the congregation bought the northeast corner of Lot 8 on the south side of Peel Street, just west of William Street, and on it built a church. Services were given by student missionaries and by members of presbytery from time to time. Such famous divines as the Rev. Mungo Fraser and Dr. Gibson preached here in their student days. Up to 1869 Thomas Ray was the only elder, but in that year C. Blackett Robinson, editor of "The Canadian Post," and Dr. Tweedie, then practising medicine in Lindsay, were added to form a session. In 1868 the Rev. Mr. Binny was inducted as the first regular pastor. He remained for five years. Then, in 1873, the Rev. Mr. Hoskins was called and inducted, but remained only a few months. He was succeeded in the latter part of the same year by the Rev. E.W. Panton, who continued as pastor for nearly two years.

The Church Reunited Once More

In 1875 a notable event took place in the history of Canadian Presbyterianism when on June 15th the two sections of the church were happily reunited. In accordance with the recommendation of as-

sembly that wherever there were two weak congregations they should if possible unite, St. Andrew's church on Francis Street and the Peel Street church at once proceeded to amalgamate. Both pastors resigned, and the united congregations became St. Andrew's church, Lindsay.

All now worshipped in the Francis Street building. On June 22, 1876, the Rev. James Hastie of Prescott became the first pastor of the unified church. He was succeeded on June 17, 1884, by the Rev. Daniel McTavish, DSc, who was chosen by the congregation even before his academic course was finished.

The church edifice on Francis Street was now found to be far too small and new accommodation was sought. In December 1885, Mr. Wm. Needler offered to donate a site on the southeast corner of William and Peel Streets and to make cash subscriptions that would bring his total contribution up to $3000. A canvas was made throughout the congregation, who then totalled 266, and funds were raised to build an $18,000 church. On June 7, 1886, the cornerstone was laid by Dr. McTavish. A commemorative scroll was read by Mr. J.R. McNeillie, and an address delivered by the Rev. G.M. Milligan of Old St. Andrew's, Toronto. A hurricane which raged throughout the ceremony helped to make the occasion a memorable one. The church was formally opened on Jan. 2, 1887, by Principal Grant, of Queen's University. It was seventy-five feet long by sixty feet wide and was designed in the style known as "decorated Gothic." The architect was William Duffus of Lindsay, who also planned the convent, the Anglican church, and the Collegiate Institute. The elders at this time were Thomas Ray, James Watson, John Matthie, John McLennan, James Hamilton, Andrew Robertson and James R. McNeillie. The Francis Street building was now occupied for many years by public school classes and was demolished in more recent times to make way for dwelling-houses.

In November 1887 a manse was built on the southwest corner of York and Peel Streets, just behind the church, and was taken over by Dr. McTavish. On July 11, 1889, he was succeeded by the Rev. Robert Johnston, BA, a gold medallist in general proficiency in Arts at McGill University and a gold medallist also at the Presbyterian theological college at Montreal. In 1895 the Rev. J.W. McMillan, BA, of Vancouver, was inducted. During his ministry, on January 21, 1900, a new Sunday School building of white brick was opened just north of the church. It was built by John Thorburn of Lindsay and had a seating capacity of 750.

The Rev. James Wallace, MA, BD, MD, CM, later of Renfrew, succeeded the Rev. Mr. McMillan in 1903. His successor in 1915-25 was the Rev. F.H. McIntosh, DD, during whose incumbency the earthquake of Church Union rumbled through all the parishes, sundering old friends and even leaving chasms within families. In 1925, the vote in St. Andrew's was 361 against and 178 for union. The minister immediately resigned, along with the defeated minority. Of the 12 churches in the Lindsay Presbytery, two were in favour of union and ten against. Subsequent ministers at St. Andrew's were Rev. E.C. Currie (1925-28), Rev. J.C. Grier (1928-38), Rev. Donald McQueen (1938-59) and Rev. Orville G. Locke, from 1960 to the present. In 1962 the Sunday School was completely renovated at a cost of $35,000. The balcony has been replaced by a third floor (with rooms and offices); the basement is divided up into classrooms and a nursery; while the main floor has an auditorium and a much improved kitchen. The membership roll of the church in 1964 showed a net increase of 28 to a total of 599.

A Dutch church in the Presbyterian tradition was dedicated on Angeline Street North in 1961. This "Christian Reformed Church," the predominant church of Holland, has the same 16th century roots as the Scotch Presbyterian Church of John Knox, the French Huguenots and the Swiss Presbyterian Church of John Calvin. Lindsay's first Dutch settler, John Wilms, bought a farm near by in 1948 and a whole Dutch community has grown up around him, engaged in market gardening, landscaping, brick-laying, the tile business, tailoring and other occupations. They first worshipped at off hours in St. Andrew's Church; then purchased a house vacated by the Pentecostals; and finally in 1961 opened an imposing new church of their own. A fine manse was built beside the church in 1964. The present minister is Rev. J. Klomps. They have two Sunday services, one at 10.00 a.m. in English and the other at 7.00 p.m. in Dutch.

In addition to the churches in Lindsay, the Presbyterian tradition is maintained in the following charges throughout the County, with associated preaching stations shown in brackets and the number of communicants on the roll added in each case; Bobcaygeon, 116 (Rosedale, 16); St. Andrew's, Fenelon Falls, 101 (Knox Church, Glenarm 103); St. Andrew's, Kirkfield, 61 (Bolsover 93, Eldon Station 70); St. Andrew's, Sonya, 60 (St. John's, Cresswell, 20, Wick, 69); Knox Church, Woodville, 111 (St. Andrew's, South Eldon, 40).

(IV) *The Anglican Church in Victoria County*

The Church of England built its first church in 1835 in "Williamstown" (now Omemee), to serve the Anglican pioneers of South Emily. The Rev. M. Street of Cobourg was the first rector. The second church came later in that same year at Fenelon Falls, then head of primitive navigation on the Trent Valley system. It was from this church that the Rev. John Hickey visited Lindsay in 1855 and held the first Anglican service in the old town hall. The missionary work prospered and in 1858 the Rev. John Vicars was appointed incumbent in Lindsay. In 1859 a large frame church, named St. Paul's, was built on the south side of Kent Street, about half way between Cambridge and William. As early as 1846 a "clergy reserve" of one acre had been set aside here for a future Anglican church and most of this tract, fronting along the east half of the block, still belongs to the parish 120 years later. The Rev. W.T. Smithett succeeded Mr. Vicars in 1872. In 1881 the Rev. Vincent Clementi of Peterborough was made rector of St. Paul's, Lindsay, as well and occasionally visited the parish to administer Holy Communion. In 1883 his curate-in-charge, Rev. Samuel Weston-Jones, succeeded to the rectorship.

The new rector now began to look about for a more suitable church site, for the Kent Street building was bounded by "a livery stable to the southwest, a hotel stable to the southeast, a cabinet workshop to the east and a butcher-shop to the northwest."

In 1884 preparations were made to build a new church. A Building Committee, consisting of Wm. Grace, D. Brown, Thomas Walters, Rev. Samuel Weston-Jones, Adam Hudspeth, and R.L. Bryans, and a Finance Committee, consisting of J.H. Knight, C.D. Barr, Dr. Burrows, J.H. Sootheran and G.H. Hopkins, were duly formed. Mr. Adam Hudspeth donated a church site of half an acre on the south side of Russell Street between William and Cambridge streets and the Finance Committee purchased a quarter acre of adjoining land with a view to putting up a school house and a parsonage at some later time. The plans adopted were prepared by Messrs. Stewart and Denison, Toronto. The contract for constructing the church was awarded to Messrs. McNeely and Walters, of Lindsay. The corner stone was laid with Masonic honors on Dominion Day, 1885. Most Worshipful Brother Hugh Murray, of Hamilton, Grand Master of the Grand Lodge of Canada, officiated. The completed church was dedicated on November 25, 1885, by the Lord Bishop of Toronto and eleven assisting clergymen.

The new church was built of white brick on foundations of Bobcaygeon limestone, 110 feet long by 59 feet wide. Ohio bluestone was used for the facings. On the northeast corner was a tower fifty feet high surmounted by a spire sixty feet high. The latter was finished off with a finial of hammered iron. The front of the church was lighted by a large triplet window, 14 feet wide and 22 feet high. There were seven windows in the main walls on each side and five clearstory windows in the upper walls supporting the roof. The rear of the church was built in a half-octagon shape and was lighted by three windows. The seating capacity of the church was reckoned at 550. The price paid to the contractors was $14,659.27. As all the expenses bore very heavily on the congregation, it was not until February 24, 1921, that the mortgage covering the church's debt was formally burnt.

The Rev. Charles H. Marsh became rector of this new St. Paul's Church in 1887 and remained the incumbent until his retirement in 1935, some 48 years later. His last curate, Rev. Albert James Goldring, succeeded him, but was called up for chaplaincy service with the Canadian Army in 1942. Subsequent rectors have been Rev. C.D. Cross (1942-48), Rev. Canon Harold Hesketh (1948-61) and Rev. David Lemon, since 1961.

During the first year of Canon Marsh's long sojourn in Lindsay, a church school house was built on the church lot and in 1905 a building uniting the school house and the church was put up at a cost of $1,500. In the same year a new pipe organ, costing $2,450, was installed. A rectory was built on the church property in 1914 at a cost of $7,000. In 1926, to mark the 40th anniversary of his appointment to the charge, a Marsh Memorial Hall was opened and dedicated. To this, extensive additions and alterations were made in 1960. The total membership is now 1,506.

In addition to the historic churches in Omemee (with preaching stations at Emily St. James and Emily St. John), Fenelon Falls (with a preaching station at Cameron) and Lindsay, the Anglicans have incumbents at Bobcaygeon, Coboconk and Kinmount. Christ Church, Bobcaygeon, a beautiful building in Old English style, with fourteen memorial windows, was built in 1870-71 on land deeded to the Synod in 1863. Its rector also serves Dunsford. Victoria Road is a preaching station for the rector at Coboconk, while the rector at Kinmount also ministers to small congregations at Burnt River and Irondale.

(V) *History of the Lindsay Baptist Church*

The first local Baptist church was organized on Saturday, February 28th, 1863, when thirteen Baptists, resident both in Lindsay and in Ops, gathered in a private home for church fellowship. These original members were Mr. and Mrs. Wm. Thornhill, Mr. and Mrs. Thomas Richardson, Mr. and Mrs. David McGahey, Mr. and Mrs. George Calvert, John Calvert, Mr. and Mrs. William Garnett, Mrs. Duncan Fisher, and Peter Fisher. The meeting was presided over by "Elder" Alexander McIntyre, of Fenelon Falls. William Thornhill and Peter Fisher were elected deacons at this time and John Calvert was given like office in the following year.

Application for a building site was made to the government and two lots were secured, one at Hill Head, near Reaboro, in Ops, and the other on the northwest corner of Wellington and Sussex streets, Lindsay. The original Board of Trustees, constituted in July 1865, were William Thornhill, Joseph Wilkinson, Peter Fisher, James Weir, and George Calvert.

In 1865 the first minister, the Rev. A.A. Cameron, was called. He was succeeded in 1866 by the Rev. Matthew Gold, who left in 1870. The church records for these early years are still sulphurous with the discipline meted out to fractious sheep of the flock.

The congregation met for a time in a frame building on Cambridge Street South on the side of Dennis's brick livery barn. Meetings were also held in the town hall. About 1866 a chapel was built on the Hill Head lot and in October 1867 a frame church, 50 feet long by 30 feet wide, was put up on the Wellington Street lot and painted by a bee under the direction of Daniel Silver. This church was formally opened with a tea meeting on January 13, 1868. During the sixties great financial assistance was gratuitously given to the church by Mr. William Craig, of Port Hope. Generous and unfailing support was also given, and for nearly half a century, by Mr. George Matthews, a native of Birmingham, who joined the church in June 1867 and was a deacon from May 1872 until his death in 1914.

In 1871 the Rev. John Cameron, of Claremont, became pastor. He was followed two years later by an Englishman, the Rev. Mr. Prosser. In January 1873 the Ops church members separated for business and the observance of ordinances and on August 23, 1873, twenty-one members were given letters of demission and formed themselves into an Ops church. Various mutual arrangements have

been made since that time with regard to pulpit supplies but the exchequers and communion rolls have remained separate and distinct. Baptisms at this time were performed in the Scugog River, just above the Riverside Cemetery.

On March 3, 1878, the Rev. W.K. Anderson, who followed Mr. Prosser, preached his first sermon in Lindsay. The Rev. Mr. Anderson continued in this pastorate for nearly fifteen years, and was greatly loved by his people.

In 1885 negotiations were made for the purchase of the brick church and Sunday School on Cambridge Street vacated by the Bible Christians two years before, on their amalgamation with the Methodists. Temporary occupation had already been conceded to the Saved Army, under Captain Munt, but the zeal of that brief movement was fast evaporating. A bargain was finally struck between the Baptists and Methodists for a purchase price of $5,374. Alterations were made. A new Gothic arch was cut through the wall in rear of the pulpit and an alcove, in which a baptistry was inserted, built in rear. Gas was also introduced to replace the oil lamps formerly used. The old church was sold for $2,100, and converted into a dwelling-house. By October 1886 only $836 was still outstanding on the new church and George Matthews, then church clerk, promised to subscribe one-half of this amount if the church would raise the other half. The response was immediate and on November 10, 1886, a clear deed to the property was secured. A meeting for thanksgiving was held that same evening. The deacons at this time were Messrs. Matthews, Richardson, Silver, Mitchell, and Harding.

The Rev. Mr. Anderson was succeeded in 1892 by the Rev. H. Ware, of Chatham. The latter died suddenly at Sturgeon Point on May 18, 1893. Subsequent pastors have been the Rev. Ralph Trotter, 1893-4; the Rev. L.S. Hughson, 1895-1903; the Rev. G.R. Welch, 1903-1911; the Rev. H. Bryant, 1911-1920; the Rev. P.B. Loney, 1920-23; the Rev. Gordon M. Holmes, 1923-37, 1962-63; the Rev. P.C. Reed, 1937-43; the Rev. F.C. Stevens, 1943-44; the Rev. Ronald Harmer, 1944-48; the Rev. J.G.B. Armstrong, 1948-55; the Rev. Samuel D. France, 1955-57; the Rev. Herbert R. Stovell, 1957-62; and the Rev. T.W.J. Broadway, called in 1963.

A Women's Mission Circle, organized in 1886, became in 1963 "the Elizabeth Ryley Mission Circle" as a tribute to sixty years of service (37 as president) by the late Mrs. J.P. Ryley, a daughter of Mr. and Mrs. George Matthews. A Ladies Aid, organized in 1903, became the Women's Association in 1952. Its services in reducing

the church mortgage finally resulted in the burning of that dead Albatross in April 1946. In 1937, the younger women of the church organized a "Muriel Brothers Mission Circle" as a tribute to a former member of the church then serving in India. A member of this Circle, Miss Nancy Mitchell, was destined to go to Angola in 1956.

A new Sunday School addition was opened in February 1927, the main building was re-roofed and decorated in 1937-38, and a totally remodelled centre-aisle chancel-type sanctuary was dedicated on November 12, 1944. This same date also saw the dedication of a pipe organ, presented to the church by Norman S. Morton and Ann D. Morton in memory of the Morton family. In 1944, the Reaboro church arranged with the Gilmour Memorial Church, R.R. #1, Peterborough, to share a pastor, a partnership that still stands. The denominational yearbook for 1964-65 shows the Cambridge church with 180 members and an annual budget of $15,229.

The William Street Baptist Church

The Great Schism in the Baptist Convention of Ontario and Quebec in 1927 led to a large minority of its churches leaving with Rev. Dr. T.T. Shields of Toronto to form a Union of Regular Baptist Churches. In the case of the County's oldest Baptist church, founded in Fenelon Falls in 1857, the majority voted for Dr. Shields' party and took the church property with them. In the Cambridge Street Baptist Church, Lindsay, only a minority of 28 members followed the Prophet of Jarvis Street into the wilderness. For the next eight years they held services in the Town Hall, with visiting ministers from outside, but in 1935 they built a church of their own on William Street South. Rev. Gordon Searle was their pastor for 14 years, and was followed by Rev. Bruce Eaton, Rev. Alex Penman and Rev. John Jones. Membership now stands between 140 and 150 and there is a large Sunday School. As the personal intransigence of Dr. Shields soon alienated most of the seceding churches, these presently organized a Fellowship of Independent Baptist Churches in 1935. In 1953 they finally merged into a Fellowship of Evangelical Baptist Churches, with 330 congregations across Canada. They have no co-ordinated missionary program of their own, but 410 of their individual members are missionaries overseas under a wide variety of agencies. It is to this Fellowship that the William Street Baptist Church belongs.

(VI) The Salvation Army in Lindsay

The work of the Salvation Army was begun with a public meeting in the present town hall at eleven o'clock on the morning of July 29, 1883. Lieut. Frere and Sergeant Brodyard opened the campaign and were reinforced on the following day by Captain Wass. Special meetings were then held for six weeks in Bell's music hall on William Street.

A search for permanent quarters was soon made, and a building site secured on Peel Street, the present location. An old pioneer log cabin which stood on the lot was pulled down and cut into firewood in April 1884. The citadel for the Army was built during October and November 1884 by T. McWilliams. A spectacular street poster announcing the opening of the new building was headed, in flaring letters: "A big joke on the devil." The lot cost $1,100 and the building $2,000.

The first permanent officers of the Army in Lindsay were Captain Glory Tom Calhoun and Lieut. Breakneck James McGinley. This early period of their local history was marked by demonstrative conduct, incomprehensible to the town, and by unreasonable persecution on the part of the police. The Army, for example, determined to herald the incoming of the New Year in 1885 by a hallelujah procession and marched up Kent Street at 12.15 a.m.—"beating their tom-toms," as one hostile editor put it. The whole contingent was arrested and spent the night in the council chamber. Their trial produced great excitement and the court room was so crowded that benches broke and several people were singed against the coal stove. Captain Calhoun was fined two dollars and his followers were dismissed with a warning. On another occasion the Army band made a gratuitous instrumental assault on the town band, marching round and round the latter while a public band concert was in progress and challenging the secular program with clamor and fanfare of hymns. The audience was put to flight by the excruciating chaos of sound. In the eighties, too, a female lieutenant, native to Lindsay, was courtmartialled and drummed out of the Army for refusing to discard her bustle. Still another young woman, Captain Bertha Smith, while kneeling in prayer in front of a Kent Street tavern, was brutally clubbed over the head by a zealous policeman and then given fifteen days in the county gaol for "loitering on the street." All these extravagances now seem very strange and far-off, for persecution has ceased and the Army has come to comprehend better the purposes of its venerable founder

and has abandoned demonstration for zealous work amongst the submerged derelicts of humanity. Discretion has caught up with zeal and their good work has earned them the deep respect of the town.

In March, 1921, under the effective leadership of Captain Pace, a new citadel was opened on the site of the earlier structure, which had been found inadequate. The cost of the new building was $13,000. It was a trim two-storey edifice of red brick, built on standard army lines. The ground floor was a Sunday School, known as the Junior Hall, and the second floor auditorium the citadel proper, capable of seating 300 persons.

In 1964-65, the Salvation Army Undertook a $25,000 program of renovation and expansion. A fine new front was added to the Citadel, with a new entrance, a used clothing depot, a welfare and counselling room and increased facilities for youth activities. Captain C. Woodland is at present in command, succeeding Captain Carl Bowes. The Army in Lindsay has a very active Women's Association and an excellent band.

(VII) Miscellaneous Groups

A number of more recent sects have taken their place in community life.

The Apostolic Church of Pentecost, launched in 1927 with a large meeting in the Academy Theatre, now meets in a building on the southeast corner of Cambridge and Peel streets. Their minister, Rev. A.G. McPhail, has served the congregation since 1950. Baptismal services are held in the Scugog River at the foot of Ridout Street.

In the mid 1930's, doctrinal disputes arose and some of the members withdrew to form a congregation of their own. After meeting for some years over the Victoria and Grey Trust and in a house on Cambridge Street South, they erected in 1953 a fine brick building, "Calvary Temple," on Glenelg Street just east of Victoria Avenue. This new Pentecostal Assembly of Lindsay is affiliated with the Pentecostal Assemblies of Canada, with headquarters in Toronto. The first minister was a Mrs. Cunningham, a powerful speaker whose four daughters helped her with the music. The present minister is the Rev. D.W. Ellis.

A Gospel Hall group that began in 1953 as an offshoot of the branch in Victoria Road, Bexley Township, met for a time in a

vacant store at 73 Lindsay Street South, but opened a new $35,000 brick building on Howard Avenue on November 17, 1965. Its "speakers" are James Clark and Murray McLeod.

Jehovah's Witnesses have had a Lindsay congregation since 1948. They now have their own "Kingdom Hall" at 169 Queen Street. There are 42 adherents. Charles Peacock is their minister or overseer.

There is in Cameron a congregation of the Reorganized Church of Jesus Christ of Latter-day Saints, and Lindsay members go to Cameron. The Jews of Lindsay go to Peterborough for their services. There are apparently no Lutheran, Greek Orthodox or Adventist congregations in the County, although a few individuals are recorded in the census.

(*VIII*) *The Ecumenical Break-through*

Since 1944, nine of the largest Protestant denominations in Canada have been corporate members in a Canadian Council of Churches. This body has no legislative or administrative authority over the churches but exists to promote inter-church co-operation as evidence of their growing unity in spirit. A slightly smaller number of Canadian Protestant denominations are also to be found in the World Council of Churches, which pursues similar ideals on a world scale. A still wider spirit of Christian fellowship was invoked by Pope John XXIII in the course of the Second Vatican Council, thus making a break-through in the Dogmatic Curtain that had separated the major branches of the Christian faith for the past 400 years. Forgiveness was asked for, and given, for the wrongs that Catholics and Protestants had suffered from each other during these long generations. "May the heavenly Father," he declared, "deign to hear our prayers and grant us true brotherly peace."

This ecumenical spirit has found notable achievements in Lindsay. In 1960 an all-denominational World Refugee Committee was formed and raised enough money to bring two families out to Canada from refugee camps. Then in May 1964 an inter-faith dinner was held in St. Mary's Auditorium, with an attendance of 200 guests —clerical and lay representatives from all churches of Lindsay and district. An after-dinner dialogue was undertaken between Father Kutz of St. Michael's College and Rev. Dr. Fennell of Emmanuel College. On Sunday evening, the 28th of November, 1965, the beginning of the Advent Season was greeted by a "Hour of Many

Faiths" in the recently renovated and beautified Academy Theatre. Virtually all local churches shared in the program: there was a prelude of carols by the Salvation Army band; the Catholic priest was chairman; the call to worship was given by Rev. Ben Garrett of the Queen Street United Church; the Presbyterian choirmaster had trained a massed choir of 160 adult voices; the congregational hymns were played by the Catholic organist; the Scriptures were read by the Anglican rector and by laymen from six different churches; and the benediction was pronounced by the pastor of the Cambridge Street Baptist Church. Since several hundreds were turned away at the first service, a second service followed immediately and filled the building with a new congregation. No such interest in public worship had ever been seen in the town before.

(IX) The Cemeteries of Lindsay

The tribes of Northern Europe from which we have sprung disposed of their dead by burial in the earth, with various religious rites. This ancestral form of burial is still universally followed in Victoria County.

The first Protestant cemetery in Lindsay was on the block bounded by Francis, Sussex, Colborne, and Albert streets, where the Alexandra school now stands. About 1860 a new plot was purchased on the hill-slope in the East Ward at the southwest corner of Durham Street East and the town boundary. This cemetery was ready for interments on October 16, 1862. The grounds were unfortunately inadequate, and on August 24, 1870, the Riverside Cemetery Company was incorporated, and threw open a necropolis of thirteen acres on the east part of the south half of lot 17 in the fifth concession of Ops, about a mile south of the town. The first board of directors comprised the following: President, J.S. McLennan; Secretary-Treasurer, Adam Hudspeth; Directors, D. Brown, E. Gregory, Joseph Watson, S.C. Wood, S. Bigelow, and J. Hamilton. Bodies were transferred from the older cemeteries to this new field on the bank of the Scugog. Newspaper files record that on May 22, 1876, a wagon, loaded with rotten coffins, three tiers high, and surmounted by a nonchalant, tobacco-smoking driver, passed down Kent Street on its way to the new place of burial. This cemetery is still in use, but has been doubled in acreage.

The early Roman Catholic cemeteries were two in number: one where most of the villagers were buried, on Patrick Murphy's farm near the Murphy school-house (school section No. 1) four miles south of Lindsay, and the other on King Connell's Point. In 1860 Father Farrelly blessed a new cemetery on the western boundary

of the town, opposite the end of Mary Street. This burial ground was abandoned in 1897, during Mgr. Laurent's incumbency, when a plot of 23 acres on the west bank of the river, south of the town, was purchased for $2,300 and greatly embellished.

Chapter XV

RESEARCH INTO PIONEER SURVIVAL

Racial stocks in Canada are notoriously unstable. All who have considered the question know that the original pioneer families in some sections of the country have almost completely disappeared. At the time of the tercentennial celebration at Quebec it was stated that only some 400 French-Canadian farmers could trace back their holdings to grants from the French Crown. Ontario, though settled much later, makes a similar showing. In the Township of Kingston, Frontenac County, only one farm remains with the family to which it was patented.

Great credit is due to these rare families. Their unbroken record of labor in a neighborhood makes them the real founders of its prosperity, and their ancestral tradition of occupancy gives them a love for their homes that makes for national stability.

Surviving Pioneer Families in Victoria

The present writer undertook in 1921 to discover what proportion of the original pioneer stock of Victoria was still to be found in the County. It was decided to treat only of those who originally received the land from the Crown. Permission was obtained to consult the Domesday Books in the vaults of the Crown Lands Department at Toronto and a list of all the Crown grants in the County (some 4000 in all) was laboriously copied out. This list was then checked, township by township, and according to lot and concession, with a recent directory of the county. Two lists, sorted out

into alphabetical order, were then prepared for each township, one showing the names of the patentees whose descendants still hold the original farms and the other the names of the patentees still represented locally but not on the original farms. As many men received more than one parcel of land, only the number of patentees (and not the number of patents) was taken into consideration. All cases of double and multiple grants were eliminated by checking.

The net results of this research work are shown in the table which follows. Column "A" represents the number of men in each township to whom land was granted. Column "B" records the number of original patentees whose descendants (through the male line) still held the original farms. Column "C" shows the number of patentees whose descendants (through the male line) were still to be found in the township but not on the original farms. Column "D" is the sum of "B" and "C", or the total number of pioneer patentees still represented in the county.

Townships	*"A"*	*"B"*	*"C"*	*"D"*
Emily	456	63 or 14%	145 or 32%	208 or 46%
Ops	354	56 or 16%	89 or 25%	145 or 41%
Mariposa	417	22 or 5%	97 or 23%	119 or 28%
Verulam	248	25 or 10%	41 or 17%	66 or 27%
Fenelon	275	18 or 7%	53 or 19%	71 or 26%
Eldon	352	56 or 16%	99 or 28%	155 or 44%
Somerville	143	13 or 9%	18 or 13%	31 or 22%
Bexley	69	0 or 0%	7 or 10%	7 or 10%
Laxton	143	26 or 18%	9 or 6%	35 or 24%
Carden	204	41 or 20%	42 or 20%	83 or 40%
Digby	50	8 or 16%	9 or 18%	17 or 34%
Dalton	117	24 or 20%	20 or 17%	44 or 37%
Totals	2828	352 or 12%	629 or 23%	981 or 35%

Remarks on the Statistics

Investigation thus showed that over one-third of the patentee pioneers of Victoria were still represented in the county by their descendants in the male line. The additional instances where their blood persists through their female descendants' intermarriage with other families still found locally would doubtless, if it could be traced, raise the proportion of pioneers surviving to over one-half. Further, many of the patentees unrepresented were land speculators and beneficiaries of grants to UEL descendants, who did not settle on their lands but sold out later to others who did occupy permanently and may therefore be regarded as the real

pioneers on such lots. A checked list of such pioneers by private purchase would raise our figures still higher, but its preparation is, unfortunately, impracticable.

The bona fide statistics for patentee survivals through the male line, as shown above, were, however, in themselves sufficiently remarkable. A record of 981 patentee families in a single county persisting for the better part of a century is most unusual in Ontario.

Close inspection of the individual townships brings out illuminating differences in their records.

Emily was the first municipality thrown open for settlement, yet it had the highest number of surviving families. There were 63 actually on the same farms and 208, or nearly one-half of the original total, still in the township. The solid nucleus of this survival was the band of 142 families of Irish Roman Catholics who came in with the Robinson Immigration of 1825 and settled in the northern concessions of Emily. Most of these families still persist. It might also be noted that Humphrey Finley, the first settler in Emily and therefore in the whole country, was still represented on Lot 15, Concession I, the original holding.

The original settlers of Ops were largely of the same Roman Catholic Irish stock (though only partially of the same immigration) and had shown the same phenomenal stability.

In Eldon the patentees were chiefly Scotch and chiefly from Argyleshire. The degree of persistence here exceeded that in Ops and almost equalled that in Emily. Practically every surviving patentee family was Scotch.

Mariposa, Fenelon and Verulam were taken up piecemeal by English and Irish Protestants. The record in these townships was somewhat spoiled by land speculators but even so it seems as if their pioneer stock had lacked the coherence of the more homogeneous settlements in North Emily, Ops, and Eldon.

Bexley and Somerville were opened up much later than the six southern townships and the rest of North Victoria much later still. Some patents in North Victoria are even dated in the present century. Comparison with South Victorian townships is therefore very unequal. If such a comparison be undertaken, it will throw into even bolder relief the remarkable stability of South Victoria and at the same time betray the essential non-agricultural character of the northern townships. In Bexley, the first northern area to be opened, not one farm remained with its original owners in 1921. In the other townships the proportion ranged from one-eleventh to one-

fifth. No figures are given for Longford as that township was not patented to settlers.

Persisting Pioneer Families in Emily

There now follow lists for each township of the actual pioneer patentees who were (1) represented on the original farm and (2) represented otherwise in the same township. In the former list the farms are indicated. The concessions are shown in Roman numerals and the lots in Arabic numerals.

The farms of the following 63 Emily pioneers were granted to them by the Crown and still remained in the same family:-Moses Begley, X 16; David Best, I 12; Henry Best, I 13; James Boate, V 22; William Boate, V 22; John Callaghan, XIII 9; Patrick Callaghan, VII 7; John Carroll, VII 16; Timothy Carroll, VII 16; Martin Carroll, VIII 10; Michael Costello, X 10; Timothy Dorgan, XI 14; Bartholomew Downey, IX 6; Thomas Fee, V 12; William Fee, V 12; Humphrey Finley, 1 15; Dennis Fitzpatrick, VIII 12; James Flaherty, IX 22; Thomas Flaherty, IX 22; Daniel Flynn, IX 10; Michael Flynn, IX 10; William Ford, II 8; George Franks, VII 22; Martin Harrington, XI 8; Timothy Henan, XII 3; Patrick Herlihey Sr., XII 14; Patrick Herlihey Jr., XII 14; Patrick Hickey, X 10; Michael Houlihan, XII 7; Henry Jackson, II 18; David Kennedy XIII 3 and XIV3; Wm. Kennedy, XIV2; Wm. Laidley, IV 3; James Madigan, XII 13; Michael Madigan, XII 13; John Milloy, VIII 3; Peter Milloy, VIII 3; John Mitchel, V 13; Timothy Morrisey, X 17; Patrick Murtha, XIII 13; Edward Morrisey, IX 14; Michael McAuliffe, IX 20; John McCarrell, III 18; John McFeeters, XIV 17; William McGahey, XII 2; Samuel McGee, II 10; Arthur McQuade, V 9; Edmund O'Donnell, VI 23; John O'Leary, IX 6; Richard Padget, XIII 9; Bartholomew Piggott, XI 5; Daniel Piggott, XI 5, Edmond Piggott, X 4; John Scully, VII 2 and IX 2; Charles Shaw; IV 3; Henry Sheerin, III 17; John Smith, XIII 6; Dennis Sullivan, VII 20; John Sullivan, XI 21; Tobias Switzer, V 18; John Toole, II 4; Daniel Winn, VII 2; Robert Winn, VIII 1.

The family names of the following 145 original patentees were still to be found in Emily but not on the original farms:-Edward Bailey, David Balfour, James Balfour, William Barrett, James Best, John Best, Wm. Best, John Blackwell, Wm. Bradley, Cornelius Callaghan, Jeremiah Callaghan, Samuel Carew, Thomas Carew, Edmond Callaghan, Charles Chambers, Patrick Clancy, John Clark, John Collins, Michael Collins, Dennis Connell, George Connell,

John Connell, Patrick Connell, Samuel Cottingham, William Cottingham, Samuel Davidson, Daniel Donoghue, Dennis Donoghue, Maurice Donoghue, John Dorgan, Francis Duffy, Thomas Elliott, Robert English, William Elliott, Henry Fee, Samuel Ferguson, Daniel Fitzpatrick, Patrick Fitzpatrick, John Flynn, Terence Flynn, Michael Flaherty, Patrick Flaherty, John German, Hugh Graham, Abraham Groves, Thomas Groves, David Guiry, Sarah Hamilton, Abraham Henderson, David Henderson, Francis Henderson, James Henderson, Robert Henderson, Thomas Henderson, William Henderson, Dennis Hennessy, Dennis Houlihan, Wm. Houlihan, Anthony Hunter, Thomas Houlihan, William Irwin, John Jackson, Michael Jackson, Robert Jackson, Andrew Jamieson, Samuel Jamieson, Henry Jones, Hugh Jones, Humphrey Jones, Adam Jones, James Jones, John Jones, Robert Jones, James Laidley, James Lang, William Lang, John Latchford, Michael Lowes, Richard Lowes, Geo. Miller, John Miller, Wm. Miller, Joseph Mills, Wm. Mills, John Magee, George Mitchell, James Mitchell, Jeremiah Mitchell, Robert Mitchell, Thomas Mitchell, Wm. Mitchell, Zachariah Mitchell, Henry Moore, John Moore, James Moore, Thomas Moore, David Mulcahey, Michael Mulcahey, Wm. Mulcahey, James Murray, Peter Murtha, Martin McAuliffe, Edward McCall, Isaiah McCall, James McCall, James McCarrell, Robert McCarrell Wm. McConnell, Anthony McDonald, Wm. McMullen, Dennis O'Connor, Neil O'Donnell, Francis O'Leary, Samuel O'Leary, Timothy O'Leary, Patrick O'Neil, George Padget, Wm. Parker, John Pogue, Eliza Patrick, Wm. Piggott, Michael Powers, John Rehill, Mark Robinson, Samuel Robinson, David Rowan, Thomas Rowan, Robert Sherin, Edward Sullivan, Michael Sullivan, Adam Thornton, David Thornton, John Thornton, Wm. Thornton, Jabez Thurston, Wm. Thurston, John Twomey, Maurice Twomey, Elliott White, Richard White, Wm. Wilson, Samuel Windrim, George Winn, Henry Winn, Simeon Wright.

Surviving Pioneer Families in Ops

Descendents of the following 56 pioneer patentees in Ops still held the original farms in 1921:-Robert Blaylock, XI 5; Francis Brady, V 6; William Brady, V 6; Owen Carlin, VI 9; Arthur Collins, IX 15; John Connell, III 7; Wm. Corley, IV 20; Charles Corneil, XI 7; Andrew Costello, I 22; John Cudahee, I 10; Patrick Cunningham, VIII 15; John Deyell VIII 4 and 5; George Downey, VIII 6; Timothy Finnegan, II 13; James Graham, II 24; Wm. Graham, 24;

Peter Greenan, VI 9; Abraham Hartley, X 18; Sampson Hazelton, IV 21; Thomas Hawkins, VIII 8; Joseph Hickson, IX 9; John Hickson Sr., IX 8; John Hickson Jr., IX 8; Timothy Heenan, IX 19; Samuel Jamieson, VII 8; Patrick Leddy, III 20; Thomas Lee, VI 5; John Logie, VII 20; Isaac Moynes, II 28; John Murphy, V 11; Michael Murphy, V 11, Roger McHugh, V 14; Patrick McHugh, III 5; Michael McCabe, VII 5; David McGahey, VI 14; Wm. McGinnis, XI 21; Alex McNeil, III 26; Elizabeth Pogue, X 1; James Pogue, XI 1; William Pogue, I 16; Charles Peel, XI 19; Thomas Ray, III 15; James Rea, X 6; William Rea Jr., X 6; Joseph Reynolds, VII 5, Robert Reynolds, VII 5; Wm. Reynolds, VII 5; Thomas Robertson, VI 15; Edward Shaw, XI 2; Richard Shaw, IX 5; John Shea, V 8; Mary Shea, V 8; Edward Tully, V 18; Peter Tully, V 9 and 18; John Walker, VII 15; Benjamin White, X 25.

The following 89 patentees' families were represented but not on the old farms:—Thomas Bell, Philip Bennett, Wm. Best, James Blackwell, John Blackwell, Wm. Blackwell, Michael Brady, Philip Brady, Garrett Brock, Samuel Brown, Charles Burke, Elizabeth Burke, Patrick Burke, Robert Clarke, Catherine Collins, Timothy Collins, Richard Connor, David Corneil, James Cudahee, James Cunningham, John Cunningham, Joanna Curtin, John Ellis, Philip Farrelly, Daniel Finnegan, Patrick Finnegan, Duncan Fisher, Patrick Fitzpatrick, Robert Finnegan, John Graham, Andrew Hall, James Hall, Cornelius Hogan, James Hogan, John Hogan, Patrick Hogan, Martin Hogan, Richard Houghton, Alex Hunter, Francis Hutton, James Hutton, George Jackson, John Kennedy, James Kerr, Wm. Jackson, Patrick Lee, William Logie, John Lynch, William Lynch, James Maloney, John Maloney, Thomas Miller, Dennis Murphy, Samuel Magahey, Andrew Magee, Francis McCabe; James McCabe, Patrick McCabe, Bernard McGeough, Charles Naylor, John Naylor, John Nugent, Thomas Nugent, Maurice O'Connell, Patrick O'Connell, Samuel Parkin, John Peel, James Powers, Michael Quillan, David Ray, Thomas Rea, William Rea, James Reid, Wm. Robertson, Thomas Robinson, Jeremiah Scully, James Shea, Thomas Simons, John Sloan, Robert Thorne, Daniel Twohey, Dennis Twohey, James Twohey, John Twohey, Thomas Twohey, James Walker, Ann White, George Wilson, James Wilson.

Patentee Survivors in Mariposa

The farms of the following 22 Mariposa pioneers were still held by their descendants:—Hugh Cameron, III 9; John Campbell, XIV 10;

Kenneth Campbell, XIV 10; Wm. Clark, XV 2; Wm. Copeland, XIII 6; Hugh Dundas, VIII 22; Stephen Dundas, VIII 22; Wm. Eakins, VI 22; Robert Edwards, I 16; John Ferguson, V 2; Archibald Glenny, V 17; Samuel Kirkland, X 10; Daniel Lee, XI 15; Malcolm McArthur, XV 16; Andrew McKay, XIII 16; Donald McKinnin, II 3; Norman McLeod; XV 9; William McLeod, XV 9; Andrew McPherson, XI 9; Thomas Smith, I 9; Charles Truax, VII 2; Wm. Wright, XIII 6.

Descendants of the following 97 patentees were found on farms other than those originally granted by the Crown: Henry Armitage, Jesse Armitage, David Benson, John Black, Abraham Bowes, Hollis Bowes, John Broad, George Brown, Peter Brown, Samuel Campbell, Donald Campbell, Hugh Carmichael, Donald Carmichael, Aaron Choate, Jacob Choate, Nathan Choate, Thomas Choate, Ira Clarke, Paul Cole, Archibald Currie, Thomas Clarke, Samuel Davidson, John Davidson, Seymour Dean, Theodore Dean, David Dundas, Henry Dunn, James Emmerson, Ann Ferguson, Malcolm Ferguson, Martha Ferguson, Neil Ferguson, Robert Foster, Wm. Galloway, Robert Glenny, Edward Graham, Elizabeth Grant, Hector Grant, Reuben Grant, James Hall, John Hall, Matthew Hancock, Gilbert Harris, Robert Irwin, Stephen James, Benjamin Johnston, Thomas Johnston, Amos Lake, Francis Lane, Richard Mark, Samuel Metherell, Bartholomew Mitchell, Christopher Mitchell, Jacob Mitchell, Donald McDonald, James McDougall, James McElroy, Matthias McKay, John McKinnon, Neil McKinnon, Angus McLean, John McLean, Norman McLean, John McKague, Susan McTaggert, Duncan McTaggart, Robt. McNab, Aaron Nichols, James Nicholls, Nathan Nicholls, Robert Nicholls, Austin Noble, Wm. Patterson, Peter Phillips, James Pogue, Wm. Richardson, Asa Rogers, Joseph Rogers, Joseph Russell, John Scott, Sarah Sinclair, George Sowden, John Spark, Lewis Styles, Joseph Tinney, John Thompson, James Tolmie, David Tripp, George Wallis, Samuel Webster, Wm. Webster, Jacob Whiteside, Hannah Williams, Edward Wilson, Lorraine Wilson, John Wylie, Isaac Yerex.

Patentee Survivors in Verulam

The following 25 Verulam Patentees were still represented on their original farms:—Wm. Brandon, II 30; Wm. Brown, VIII 9; John Davidson, IX 4; John Duggan, I 25; William Elliott, VI 28; Wm. Flett, IV 32; Thomas Forest, VIII 2; William Foster, IX 31; Matthew Ingram, VII 20 and 21; John Junkin, III 14; Wm. Kennedy,

III 2; Richard Middleton, VIII 8; Robert Mitchell, V 3; Peter Murdock, VI 6; John McDonald, V 4; James McFetters, VIII 1; James Prescott, VIII 28; Joseph Ray, I 14; Alexander Robertson, V 8; Robert Robertson, V 10 and 11; Irwin Simpson, IX 2; Thomas Steele, VIII 6; Carnaby Thurston, II 7; Henry Thurston, II 5; Jonas Thurston, IV 2.

Descendants of the following 17 patentees were still in the township but not on the original farms:-David Ball, Thomas Beatty, Alexander Bell, Henry Brandon, John Brandon, James Brooks, Mary Coulter, John Crowe, Edward Davidson, Henry Devitt, John Devitt, Thos. Devitt, Wm. Devitt, Andrew Finley, Robert Graham, Patrick Henderson, David Hunter, Garner Hunter, John Hunter, James Junkin, Lancelot Junkin, Edward Kelly, James Kennedy, David Lamb, John Lamb, David Long, Wm. Long, Lewis Meyers, David Murdock, James Murdock, Hugh McCallum, James McCallum, Peter McDonald, Robert Parker, Edward Prescott, Andrew Robertson, John Sproule, John Taylor, Christopher Thompson, George Thompson, Jabez Thurston.

Fenelon Township Patentee Survivals

The following 18 Fenelon patents were still in the original hands:-James Bate, V 6; Dougald Brown, IV 20; Amos Coates, I 8 and 9; John Cook, VI 9; Wm. Hall, III 8; John Hay, X 6; Charles Hore, X 3; John Irwin, XI 3; Joseph Littleton, IX 19; Angus McFadyen, III 15; Donald McKenzie, VI 1; Archibald McNeevin, V 21; Robt. McNeevin, IV 20; Elias Palmer, VI 24; Thomas Smithson, III 19 and 20; Robt. Tompkins, III 1; David Scott Willock, VII 15.

The following 53 patentees were represented on farms other than their own original holdings:—Alexander Beggs, James Brien, Thomas Brien, Francis Brown, Donald Campbell, James Campbell, John Chambers, Benjamin Clark, John Douglas, William Ellery, John Daniel, William Ellis, Ralph Faulkner, Samuel Faulkner, Duncan Graham, Thomas Graham, Wm. Graham, Andrew Hall, Edward Hamilton, Andrew Hamilton, Francis Hay, James Hay, George Irwin, James Irwin, Robert Irwin, Wm. Kennedy, Martin Lee, Wm. Marsh, John Moffat, Isaac Moynes, Thomas Moynes, John McArthur, John McCarrell, Colin McFadyen, Mary McKay, Isabella McKenzie, Donald McKinnon, Alexander McNabb, Hiram Nelson, Thomas Oakley, Margaret Patton, Henry Powell, John Powell, Margaret Powell, Thomas Rea, Dugal Sinclair, Richard Smith-

son, William Smithson, Thomas Tamblyn, Robert Thompson, James Wallace, Robert Wilson, Joseph Worsley, George Wright.

Eldon Township Patentee Survivals

The following 56 Eldon patentees' families still persisted on the original farms:–Mary Black, XI 17; Neil Brown, XI 19; Alex. Cameron, VI 25; Alex. Campbell, II 12; Archibald Campbell, II 12; Donald Campbell, V 20; Neil Campbell, II 9; John Ferguson, XI 15; John Fraser, VII 22; Charles Fry, SPR 55-6; John Gillespie, VII 11; Thomas Graves, X 20; Angus Logan, X 20; Thomas Lyons, V 6; Moses Mitchell, NPR 53-4; Roger Morah, X 12; John Morrison, VI 20; James McAlpine, II 6; Duncan McArthur, V 9; John McArthur, VIII 7; Peter McArthur, VII 7; Duncan McCorquodale, I 2; Allan McEachern, Archibald McEachern, II 22; Donald McEachern,V 15; Dugald McEachern IV 10; Duncan McEachern III 16; Hugh McEachern, IV 7; Lachlin McEachern, X 23; Malcolm McEachern, II 11 and 15; Neil McEachern II 19; Neil McEachern VI 6; Neil McEachern, VII 3; Neil McEachern, VIII 24; Ronald McEachern, II 20; Wm. McEachern, VIII 24; Ann McDonald, 11 23; John McDonald, III 19; Donald McFadyen, II 17; Samuel McFayden, X 8; Dougald McGillvary, SPR 12; John McGillvray, VII 23; John McInnis, VIII 16; Malcolm McMillan, VIII 6; Neil McNabb, IX 20; Duncan McPherson, IV 4; James McPherson, IV 4; Colin McRae, VIII 23; John McRae, SPR 30; John Nicholls, SPR 21; John Pearce, XI 21; George Ross, II 16; Duncan Smith, V 5; John Spence, X 5; Wm. Taylor, XI 25; John Torrey, V 15.

The following 99 patentees were represented on farms other than those originally held:–John Bell, Duncan Brown, Frederick Brown, Angus Cameron, Archibald Cameron, Donald Cameron, Ewen Cameron, James Cameron, John Cameron, Lachlan Cameron, David Campbell, Duncan Campbell, John D. Campbell, James Campbell, Hugh Campbell, George Campbell, Peter Campbell, William Campbell, John Collins, Walter Coulter, Wm. Dixon, Wm. Dunn, Angus Ferguson, Alex Ferguson, Israel Ferguson, Donald Fraser, Thomas Fraser, Hector Frazer, John Fry, Donald Gilchrist, James Gilchrist, John Gilchrist, Alex. Gillanders, Dugald Gillespie, John Gillies, John Gilmour, Donald Grant, Finlay Grant, John Grant, Roderick Grant, Wm. Grant, Dougald Mathieson, Wm. Mitchell, Alex. Munro, James Munro, Thomas Munro, John Murray, Neil Murray, Alex. McAlpine, Donald McArthur, Margaret McCorquodale; Angus McCuaig, Angus McDonald, Donald Mc-

Donald, Finnan McDonald, Ronald McDonald, Thomas McDonald, John McDougall, Neil McDougall, Eachern McEachern, Farquhar McEachern, John McEachern, Kenneth McEwan, Peter McEwan, Archibald McFayden, John McFadyen, John McInnes, Allan McInnis, Donald McInnis, Alex McIntyre, Angus McIntyre, Archibald McIntyre, Andrew McIntyre, John McIntyre, Alex. McKay, John McKay, Alex. McLean, Hector McLean, John McLean, Angus McLeod, John McMillan, Duncan McNabb, Archibald McPhail, Andrew McPherson,, Lachlan McQuarrie, Donald McRae, Duncan McRae, Farquhar McRae, John Smith, John Sutherland Jr., John Sutherland Sr., John Thornton, Wm. Walker, Wm. Williamson, Benjamin Wilson, James Wilson, John Wilson, Wm. Wright, Richard Uncles.

Patentee Survivals in Somerville

The following 13 patentees' farms in Somerville remained with the original families:–Ralph Byrne, VII 3; John Coulter, II 2; Wm. Cundill, FR 12; George Eades, II 24; John Fell, I 13-14; Edward Hopkins, 17 and II 6; Wm. Mason, FR 10; Donald Murray, FR-53; Thomas Smith, I 12; Isaac Watson, FR 5; James White, FR 55; Andrew Wilson, XII 7; William Young, VII 2;.

Descendants of the following 18 patentees were in the township but not on the original holdings:–James Blackwell, Benjamin Burtchaell, George Cavanagh, Joseph Eades, Christopher Fell, Amos Feren, Eli Feren, James Mitchell, Alex. Murray, Thomas Murray, Robert Magahey, Henry McGee, Roderick O'Brien, Alexander Rettie, George Rumney, Richard Stewart, John Taylor, James Umphrey.

Survivals in Bexley

No farms in Bexley remained in the original hands. The following 7 patentees were, however, represented elsewhere in the township:–
William Dawson, Richard Harrison, Lois Johnston, James Lytle, William Lytle, William Moore, Donald Murray.

Laxton Township Survivals

The following 26 Laxton patentees were still represented on the original farms:—Augustine Angiers, XI 2; Gideon Bailey, III 5; Mary Bailey, IV 7; Alexander Boyce, XI 12; Peter Burgess, IV 11; Ed-

ward Butterworth, I 8 and II 4; James Campbell, VIII 7; Edward Commerford, III 13; Edward Elson, VII 7; Michael Foley, I 13; Frank Hero, XI 1; Richard Hoskin, XI 11; Elizabeth Martin, IX 6; George Martin, VIII 6; Jesse Parkin, IX 12; G.M. Perkins, XI 5; John Perkins, XI 5; Wm. Perkins, XI 5; Edward Ryan, V 8; Henry Southern, V 5 and 7; Robert Staples, VI 2; Edward Stephens, IX 8; Cornelius Sullivan, III 10-11; James Wakelin, IX 2; Isaac Wicks, X 11; Wm. Winterburn, VII 11.

The following 9 patentees were represented on farms other than the original lots:–George Adair, Jesse Adair, George Armstrong, John Butterworth, John Commerford, John Elson, James Gunn, Albert Southern, Daniel Staples.

Survivals in Carden

Edward Burke IV 2 Carden

The following 41 Carden patentees' farms were still held by their descendants:–Mary Ann Barrett, VII 4; Edward Burke, IV 2; Patrick Cronin, VII 1; John Chrysler, IV 16-7; Moses Dack, III 12; Thomas Dack, III 13; Robert Dack, III 13; Daniel Day I 22; Isaac Day, I 23; Joseph Deverill, VII 21-22; Charles Duggan, X 8; John Finn, VI 6; Wm. Finn, VI 6; George Fox, III 16; Wm. Holder, IX 11; Robert Irwin, III 15; Wm. Ivory, III 16; James Jacob, VIII 12; George Jarrett, IV 25; Patrick Moran, II 7; John Mullaley, IX 12; Thomas Mullaley, IX 11; John McCrackin, VI 23-24; Robt. McCrackin, VI 24; Francis McElroy, V 5; Andrew McNab, I 21-23; Jas. McNab, III 3; Daniel McNamee, VIII 5; Luke McNaney, IX 5; Pat McNaney, IX 6; Michael McNulty; V 5; Adam McPeak, IV 19; John Scott, I 6; Edward Sheehy, VI 2; John Teel, IX 13; Artemus Thompson, I 19; Solomon Thompson, I 18; John Turner, VIII 23; James Wetherup, IX 25; Nicholas Whalen, IV 4; John Wilson, IV 22.

Descendants of the following 42 patentees had changed farms within the township:–Wm. Alton, John Barrett, David Burke, Elizabeth Chrysler, Thomas Crawford, Asel Day, Joel Day, John Deverill, John Drury, James Drury, Murty Duggan, David Finn, Michael Finn, Cornelius Foley, Daniel Foley, James Foley, Michael Foley, Alex. Graham, Andrew Graham, Hugh Graham, John Holder, Caleb Martin, Anthony Moran, John Murphy, Michael Murphy, Joseph McCrackin, Charles McDonald, Hector McDonald, Margaret McDonald, Patrick McGee, Colin McNab, John McNaney, James McNulty, John O'Connor, John O'Donnell, James

O'Neill, John O'Neill, Thomas Preston, Perry Teel, Franklin Thompson, Andrew Wylie, Thomas Wylie.

Digby Township Survivals

The following 8 patentee farms in Digby remained in the original families:-Daniel Foley, I 34-35; Thos. H. Gostlin, I 10-11; Robert Muir, III 37; Kenneth McDonald, II 30; James McFadyen, IV 27; Patrick McFadyen, IV 26; Francis Reid, III 23-25; James Suter, IV 35-36.

The following 9 patentee names were still represented but on other farms: John Bailey, Alex McDonald, Andrew McDonald Daniel McDonald, John McDonald, Neil McDonald, Edward McFadyen, Richard Peel, Robert Tufts.

Survivals in Dalton Township

Dalton twp

The following 24 Dalton patentees' farms were still in the original families:-Christopher Adams, I 17; Thomas Brooks, XIII 28; John Campbell, XI 16-17; John Carler, III 28; Wm. Chrysler, I 11; Wm. Eldridge, VII 24; John Fleming, IV 21; John Gilmore, II 1; Frederick Gregg, VII 25-26; Thomas Hart, IX 26; Thomas Joslin, IX 28; Charles Kett, VIII 24; James Kett, VII 28; William Kett, VII 29; Thomas Morton, VIII 21; Wm. McCutcheon, XIII 17-21; Alex. McFadyen, III 27; Duncan McIntosh, IX 25; George Smith, I 26; Aaron Snider, IV 19; Robert Stein, XI 9-10; Henry Stewart, 1 7; Joseph Thompson, III 16-17; Nancy Turner, IV 26-27.

The following 20 patentees were represented on farms other than the original holdings:–Wm. Adams, Thomas Braden, Samuel Camick, Alexander Cathcart, James Cathcart, Thomas Cooper, John Dewell, Robert Fleming, Edward Gardiner, James Johnson, Alex. Montgomery, George McLeish, John Oxby, Henry Powell, John Reid, George Sandford, Angus Snider, Isaac Snider, Robert Young, William Young.

Pioneer Survival Forty-five Years On

A cross-checking of the same data in 1966 shows the total number of families that can still be found on the original lots reduced from 352 to 114, or slightly less than one-third of the 1921 figure. The distribution by townships is as follows: Emily 24, Ops 19, Mariposa 4, Verulam 7, Fenelon 4, Eldon 20, Somerville 6, Bexley 0, Laxton

2, Carden 19, Digby 3, Dalton 6. The number of pioneer family names represented in the Southern Townships remained about the same, however, a fact suggesting that the pioneers had little chance to make a scientific choice of their lots (in a wilderness wholly under forest) and that their descendants have gradually shifted to better land in the same or an adjacent township. Thus, of 1,174 voters in Emily today, 460 bear the names of pioneer families. Boundary-crossing is not always common, however, since for example very few of the Irish Catholic names from North Emily are yet to be found among the Protestant farms in South Verulam. A long barrier of almost impenetrable bog may have been a physiographical factor in the separation.

A careful checking of the surviving pioneer farm-holdings with the *Soil Survey of Victoria County*, published jointly by the Provincial and Federal departments of agriculture, has produced some interesting results. It should be borne in mind that the best soil in the County is "Otonabee loam," a member of the Brown Forest Great Soil Group. A related member that needs good drainage is "Emily loam." Other fair soils are "Simcoe Clay," "Smithfield clay," "Brighton sandy loam," and "Granby sandy loam" (if given massive drainage). The soil scientists list 39 varieties of soil in the County, ranging all the way from very good to very bad. Many farms will involve two or more types of soil.

Of the 114 pioneer farms still held by the pioneer families none are on poor land except a few in North Victoria, where most of the soil is bad or quite non-arable and where proximity to lakes, rivers and villages has been a determining factor. In Emily Township, 14 of the 24 farms are on Otonabee loam, 4 on Brighton sandy loam, 4 on Emily loam and 4 partly on Granby. In Ops, 10 farms are on Otonabee, 4 on Simcoe clay and 2 on Smithfield. In Mariposa, Verulam and Somerville townships, all of the surviving pioneer farms are at least partially on Otonabee loam. In Fenelon, 3 out of 4 are on Otonabee; and in Eldon, 12 out of 20 are on Otonabee and 3 on Brighton sandy loam. In almost all instances, we can see that good soil and pioneer survival have gone together, but this does not mean that the 114 farms in question are necessarily the best in the County.

A plotting of farms on the map has also forced some modification of the sociological conclusions of 1921. A solid core of Scotch Presbyterians still survives in Eldon and an equally firm nucleus of Irish Catholics in North Emily; but in Ops the Protestant survivors now outnumber the Catholics. The survey of Christian denomina-

tions in Chapter XIV will help to illustrate the extent to which modern economic opportunities and the ease of modern transportation are tending to spread all churches in all directions and to dissolve out the block settlements of an earlier epoch.

Chapter XVI

BIOGRAPHIES FROM PAST AND PRESENT

The tabloid biographies listed hereunder are not intended as a business and professional directory of contemporary Lindsay. Generally speaking, local business men, manufacturers, doctors and lawyers take their place in the narrative in Chapter VI, municipal officials are found in chapters I, II, IV, and VI, and Appendix A, politicians are listed in Chapter XI, teachers in Chapter XII and soldiers in Chapter XIII and Appendixes B and C, while clergymen are rather fully recorded in Chapter XIV.

The purpose of the present chapter is rather to suggest the contribution of Victoria County to the national life of Canada and the United States during the past 146 years. I began the present revision by dredging through the latest editions of *The Canadian Who's Who, Who's Who in Canada,* and *Who's Who in America,* on the assumption that their editors had in mind some standards of national reputation as opposed to merely local fame, however well deserved the latter might be. Since the nation's larger aspects of commerce, industry, the church, education and other professions naturally lie outside the borders of a small, predominantly rural county, and since fully 80 per cent of the young people leave home to achieve their destiny, the place taken by sons of the community in these broader fields cannot be omitted if the County's full story is to be told.

Apart from those whose entire lives have been spent in the county, three categories of notables have, in general, been considered: (a) those who were actually born in the county, like Sir

William Mackenzie or Bishop Henry Marsh, but who made their reputation elsewhere; (b) those, born outside the county, who spent their boyhood here and were educated in the local schools, like Pat Burns and Ernest Thompson Seton; and (c) those, born and educated elsewhere, who settled in Victoria County and made their reputation as its citizens, like Sir Sam Hughes and Premier Leslie Frost.

The list has been kept within rigid limits, lest the chapter arrogate to itself an unwarranted share of the book.

The brief biographies follow:

(1) Agriculture, Horticulture, Stock-breeding

Beall, Thomas (1828-1912), b. Cornwall, England; opened jewelry business in Lindsay in 1863; prominent in fruit-growing, won medal for grapes at Dominion Exhibition, 1879; prominent in the South Victoria Agricultural Society and the Ontario Horticultural Society. His son, George W. Beall, and his grandson, George G. Beall, carried on his garden and his jewelry store in notable dynastic succession for nearly a century.

Campbell, John (1847-1914), b. Mariposa; international fame as farmer and stock-breeder; gold medal, 1884, for having the best farm in Ontario, best sheep breeder on the continent; swept all exhibitions in USA and Canada.

Corneil, Samuel (1836-1894), b. Ops; taught school; settled in Lindsay, 1863; president, Ontario Beekeepers' Association; distinguished in apiarian research, important contributions to the technical literature of his day; died suddenly but peacefully while at work among the bees in his garden.

Fleming, Albert (1863-1944), started famous herd of Holsteins at Reaboro; his sons, Albert, Ross and Robert, carry on the farm and export breeding cattle to England, Spain, Italy and South America; their cow "Sadie" holds six Canadian championships for milk production.

Flett, Roslyn (1907-), b. Verulam but reared in Mariposa; has developed a famous shorthorn herd; has sold cattle to all parts of Canada as well as to Georgia and South America.

Knowlson, John (1803-1886), b. Yorkshire; settled in Lindsay in 1855; real estate, builder; chiefly instrumental in organizing the first horticultural society in Lindsay; developed grape culture at Sturgeon Point.

Lillico, Clarence (1891-), b. Mariposa; lives near Woodville;

with his sons, Lloyd and Clifford; has developed a famous herd of 125 Holsteins; they export to Spain, Italy and the USA.

McGriskin, William (1890-1958), b. Scarboro tp.; his farm, just east of Oakwood, carried on by sons, Martin and Hugh; famous herd of Holsteins; many times premier breeder and premier exhibitor, Royal Winter Fair, Toronto Exhibition, Peterborough and Lindsay; owner of reserve grand champion ("Romandale Legate") at the Canadian National Exhibition; exports to Italy and South America.

Nokes, Ray (1900-), b. Mariposa; carries on prize Hereford herd begun by his father, Albert Edward Nokes, in 1910, on farm near Manilla; his bull was grand champion at the Ontario Bull Sale, Oakville, in March 1966; ships to Saskatchewan and all over Ontario.

(2) Arts and Professions

Bushnell, Ernest L. (1900-), b. near Lindsay; ed. Victoria Univ. and Toronto Conservatory of Music; Director-General of Programs, CBC, 1945-53; Assistant General Manager, 1953-59. Resigned to become president of Bushnell Broadcasting Associates, Ottawa.

Duffus, William (1835-1892), b. Otonabee township, of Scotch parents; came to Lindsay in 1857; a carpenter who qualified as an architect in spare-time study; St. Joseph's Convent, St. Paul's Church, St. Andrew's Church and the first Collegiate Institute were his handiwork; town councillor and assessor, father of 8 children.

Sherwood, William Albert (1855-1919), b. Omemee; ed. local Grammar School; became a prominent artist, Associate of the Royal Canadian Academy and Member of the Ontario Society of Artists; Canadian genre pictures and many portraits.

(3) Authorship

Eaton, Lady Flora (McCrae), b. Omemee; m. late Sir John Craig Eaton, pres. T. Eaton Company; interested in all things musical, in child welfare and in the blind; author of "Memory's Wall" (memoirs), 1956.

Firth, Edith G. (1927-), b. Lindsay; author of *Town of York, 1793-1815* (Champlain series, Univ. of Toronto Press); is in charge of manuscripts, Toronto Public Library.

Hardy William George (1895-), see "Education (Universities)."

Kirkconnell, Watson (1895-), see "Education (Universities)."

Kylie, Edward J. (1881-1916), see "Education (Universities)."

McDonnell, William (1814-1900), b. Cork, Ireland; educated, Law School of Pennsylvania; settled in Lindsay in the 1840's; founded a tannery and a store; composed both libretto and music for a 3-act opera, *The Fisherman's Daughter,* put on at the Princess Theatre, Toronto; wrote novels of a rationalistic character, *A Man from Mars, The Heathens of the Heath* and *Exeter Hall,* whose sale ran in the hundreds of thousands; published two long narrative poems, "Manita" and "Cleopa."

Seton, Ernest Thompson (1860-1946), b. South Shields, Durham, England; spent boyhood on farm in Ops; attended log school at Farrell's Corners (east of Lindsay) and Lindsay Grammar School; studied art in Toronto, London, Paris and New York; became naturalist to the Manitoba government; published *Wild Animals I Have Known* and more than 40 other books on animal lore; was chief of Boy Scouts of America, 1910-15.

(4) Banking, Investment, Stocks and Bonds

Ames, Alfred Ernest, in 1889 resigned as manager of the Ontario Bank in Lindsay in order to open a brokerage business in Toronto; organized the Metropolitan Bank, of which he became president in 1902; incorporated the A.E. Ames Co. in 1904; was vice-president of many other financial corporations.

Fisher, Clarence B. (1895-1914), son of Alex Fisher; an outstanding man in stocks and bonds; associated with Nesbitt Thompson and Power Corporation.

Flavelle, William M. (1853-1943), president Victoria and Grey Trust for many years. See also under "Commerce and Industry."

Frost, Leslie M. (1895-), see under "Politics"; also now Director and Vice-President, bank of Montreal; Director, Canada Life, Corporate Investors Limited and Victoria and Grey Trust.

Gossage, Brookes F., MBE, MC, b. Lindsay, 1894; World War I, 1915-19, gunner to lieutenant; World War II, major 1940-45; general partner, Laidlaw & Co. Toronto.

McLaughlin, Hugh (1892-) see also under "Law"; chairman of the Board, Victoria & Grey Trust; president, Corporate Investors Ltd., director of many other Canadian corporations.

McLaughlin, R.J. (1860-1932), see also under "Law"; founder and first president, Victoria Loan and Savings, now Victoria & Grey Trust.

Smale, Newton (1868-1952), b. Ops; unsuccessful Liberal candi-

date, provincial election of 1902; asst. manager, Victoria Loan and Savings Co.

Weeks, Charles Edgar (1863-1956), b. Uxbridge; called to the Bar of Ontario 1888; practised law at Millbrook, Cannington and Woodville; unsuccessful Lib. candidate, for House of Commons, 1911; apptd. gen. manager, Victoria Loan and Savings Co., 1913.

Weeks, George Ashton (1894-1959), b. Woodville, son of C.E. Weeks; served in World War I, 1914-19, Capt. 109th Bn., CEF; lieut-col. and OC, Vict. & Haliburton Regt., 1924; apptd. col. and OC, 7th Inf. Brigade, 1933; mgr. estates dept., Victoria Trust and Loan, 1926; later, general manager and secretary, Victoria & Grey Trust Co.

(5) The Bench

Barron, His Hon. John Augustus (1850-1936), b. Toronto; called to the Bar, 1873; practised law in Lindsay, 24 years; MP (Liberal) for North Victoria, 1887-1892; apptd. Judge of the County Court of Lanark, Perth, Ont., in 1897.

Dean, His Hon. William Warren (1830-1905), b. London, Ont.; called to the Bar, 1858; Deputy Minister of Justice for Ontario under Hon. Edward Blake; appointed Judge of the County Court of Victoria, Lindsay, in 1874.

Feir, His Hon. Elmer Best (1894-), b. Ops Township; called to the Bar, Alberta, 1921; practised law with firm of Bennett and Feir, 1921-45; apptd. in 1945, judge, District Court, District of S. Alberta; chief judge since 1955.

McGibbon, His Hon. John A. (1899-1953), b. Penetanguishene; law practice in Oshawa, 1920-32; County Court Judge for Victoria and Haliburton, 1932-1953.

McIntyre, His Hon. Duncan John (1841-1920), b. Tyree, Scotland; in 1871, called to the Bar and began practice in Lindsay; MPP (Liberal) for South Victoria, 1883-86; appted. Junior Judge for Ontario County.

McLennan, His Hon. James Laidlaw (1908-), b. Lindsay; ed. LCI Queen's University (MA), Osgoode Hall; called to the Bar, 1932; KC, 1943; appt. to Supreme Court of Ontario (Trial Division, 1951; Appellate Division, 1961).

O'Connor, His Hon. Lawrence V. (-1942), b. Lindsay, practised law in Lindsay; appointed County Court Judge for Northumberland, Cobourg.

(6) The Church

Cameron, William Alexander (1876-1957), b. Woodville; ed. Knox College; minister, Weyburn and Vancouver; el. Moderator, Presbyterian Church in Canada, 1953; hon. LLD, Univ. of Toronto.

Marsh, Rt. Rev. Henry H. (1898-), b. Lindsay, son of Canon Charles H. Marsh; ed. LCI, University of Toronto (MA), Wycliffe College (hon. DD); rector, St. Timothy's Anglican church, Toronto, 1930-62; canon of St. James Anglican Cathedral, 1956; Bishop of the Yukon since 1962.

McEvay ,Fergus Patrick (1852-1911), b. Downeyville; ed. Lindsay Separate School, St. Michael's College, Toronto University and Grand Seminary (Montreal); rector, St. Peter's Cathedral, Peterborough, 1887; bishop of London (Ontario), 1899; RC archbishop of Toronto, 1908.

McTavish, Rev. Dr. John (1816-1897), Presbyterian minister; laboured 1854-74 in Eldon, Fenelon, Carden, Thorah and Mara; remarkable for fearlessness, physical strength and intellect.

Spratt, Michael John (1854-1938), b. Lindsay; ed. Lindsay Separate School, St. Michael's College (Toronto) and Grand Seminary (Montreal); priest at Toledo, Elgin, Trenton and Belleville; made archbishop of Kingston in 1911.

Stafford, Rev. Michael (1832-1882), b. Drummond township; ed. Theresa College (Montreal) and Regiopolis College (Kingston); resident priest in Lindsay, 1868-82; his ceaseless fight against the drunkenness that debauched and impoverished the countryside was a major factor in its later prosperity.

(7) Civil and Municipal Service

Allely, William R. (1891-1963), b. Laxton tp.; ed. Norland public school and Albert College (Belleville); appointed town clerk of Lindsay in 1921 and town treasurer in 1935.

Barr, Charles D. (1848-1930), b. near Brockville, Ont.; on staffs of Montreal *Gazette* and Toronto *Globe*; purchased the *Canadian Post*, Lindsay, in 1873; past president, Canadian Press Association, Registrar of Deeds, Victoria County, 1891-1930.

Cameron, George Donald West (1899-), b. Omemee; ed. Royal Military College, Queen's University Medical School (MD, CM), School of Hygiene, Univ. of Toronto (DPH); hon. LLD Queen's Univ. 1951, Univ. of Manitoba 1956; deputy minister of national health, Dept of Nat. Health & Welfare since 1946; Knight

of Grace, Order of St. John of Jerusalem; Fellow of the Royal College of Physicians (London); Fellow of the American Public Health Association.

Cunnings, John Flint (1826-1929), came to Canada 1858; was clerk of Mariposa for 35 years and clerk of the Division Court for 49 years; Compiled the first voters' list for Victoria County; lay preacher, died in 103rd year, with 159 living descendants.

Dunsford, Hartley (1814-1891), b. England, son of Rev. J.H. Dunsford; came to Canada, 1837; deputy registrar of the United Counties of Peterborough and Victoria, 1851-61; became first registrar of Victoria County, in 1861.

Eberlee, Tom (1930-), son of Principal T.H. Eberlee, LCI; ed. LCI and Univ. of Toronto; became in 1965 deputy minister of labour for Ontario with staff of 745 and budget of $6,700,000.

Forman, Jasper (1888-), b. Eldon tp.; farmed there until 1916; joined 33rd Infantry Bn.; won DCM with Bar and MM; became reeve of Fenelon tp., sheriff of Victoria County, registrar of the Supreme Court, clerk of the County Court and registrar of the Surrogate Court.

Kennedy, William (1838-1921), b. Shercock, Cavan, Ireland; came to Canada as a boy and spent most of his life in Bobcaygeon; in government service for half a century and Supt. of Public Works for Ontario for 17 years.

Matchett, Thomas (1826-1900), b. Cavan tp., Durham county; began drug business in Omemee, 1846; in 1867 he was elected by acclamation MPP for South Victoria and supported Sandfield Macdonald; appointed county clerk and treasurer of Victoria in 1875.

McNeillie, James Richardson (1846-1927), b. Dumfriesshire, Scotland; brought to Canada at age of 7; in 1861-72 in Omemee, associated in drug business and municipal work with Thomas Matchett; asst. clerk and treasurer, Victoria county, 1875-1900; clerk and treasurer, 1900-27; chairman, Lindsay Board of Education, 1891-99; a governor and sec.-treas., Ross Memorial Hospital; president, Canadian Conference of Charities and Correction, 1909.

McQuarrie, Dan (1887-), b. near Argyle, Eldon tp.; ed. LCI, model school and Queen's University; taught school in Ontario and Manitoba; farmed at Argyle; became Registrar of Deeds, Victoria County, in 1930; Industrial Commissioner for the town of Lindsay; chairman, Lindsay Board of Education.

Weldon, Franklin L. (1899-), b. Little Britain; asst. county clerk and treasurer, 1922-27; county clerk and treasurer, 1927-67.

(8) Commerce and Industry

Anderson, Thomas Leighton (1895-), b. Lindsay; joined Cockfield Brown & Co. Ltd., 1920., vice-pres. 1928; managing director 1942; president 1956; chairman of board 1958-61; president Gaylord Printing Co. Ltd, 1961- ; pres. Can. Assoc. of Advertising Agencies 1947-48.

Beal, Robert M. (1848-1921), b. Whitby; in leather business with brother in Ottawa and Toronto; moved to Lindsay, 1899, and established a tannery and larrigan factory; in 1913 took out group insurance, fully company paid, for all employees, one of the first firms in Canada to do this; mayor of Lindsay, 5 years; a vehement champion of the underprivileged.

Boxall, James (1849-1941), b. Montreal; opened a hardware business in Lindsay 1893; George Matthie as partner 1899.

Braden, George Sherwood, CBE (1891-), b. Bobcaygeon; formerly president, Canada Cycle and Motor Company, Ltd.; director Crown Life Assurance Co.

Burns, Pat (1856-1937), reared near Kirkfield; founded ranching and meat business in Calgary, 1899; became multimillionaire rancher and meat magnate, with branches in London, Liverpool and Yokohama; honored by the pope by being made Knight Commander of the Order of St. Gregory the Great; called to the Senate of Canada, 1931.

Carew, Arthur, youngest son of John Carew (q.v.); ed. LCI and Univ. of Toronto (member of Varsity Blues football team); succeeded his brother Frank as president of Carew Lumber Co. in 1942.

Clarke, William Henry (1902-1955), b. Lindsay; ed. LCI and Victoria Univ.; president, Clarke, Irwin & Co. Ltd., book publishers, 1930-55; also manager, Can. Branch, Oxford Univ. Press, 1936-49.

Clemes, J.C. (1906-), b. Lindsay; vice-pres., merchandising, and director, Robert Simpson Co. Ltd., Toronto, since 1960.

Conquergood, Charles R. (1881-), b. Little Britain; ed., LCI and Toronto Business College; president of many ink-makers' associations; chairman of Board, Canada Printing Ink Co., Toronto, since 1956.

Daly, Herbert (1883-), president H.J. Daly Co., Ottawa (big department store); president, United Brass & Lead Co.; vice-pres., National Cash Register Co.; vice-pres., J.H. Ogilvie Co., Montreal; first chairman, Dominion Labour Appeal Board; Director of Repatriation and Employment.

Deyell, John W. (1885-1960), ed. LCI and Univ. of Toronto; manager of Watchman-Warder Publ. Co.; founder of John Deyell Ltd., outstanding firm in the printing of Canadian books; its books have won international awards in the USA, UK and Belgium; won 1962 Canadian award for excellence in typography.

Dundas, John R. (1835-1896), in 1864, along with his nephews, John D. Flavelle (q.v.) and William M. Flavelle (q.v.), formed the Dundas & Flavelle Bros. dry goods firm; president, Toronto Savings & Loan Co.; Vice-president, Central Loan Co.; Conservative MP for South Victoria, 1882-87.

Flavelle, John D. (1850-1925), in 1864 became partner in Dundas and Flavelle Bros.; in 1884; became manager of milling interests of the firm; 1911, president Canada Cereal Co., a big milling merger; 1915-21, chairman, Board of License Commissioners for Ontario; had an international reputation for curling; chairman, Board of Governors, Ross Memorial Hospital.

Flavelle, William M. (1853-1943), a pioneer in the cold storage business in Canada; president, Flavelles' Ltd. (cold storage and creamery); president, Dundas & Flavelles' Ltd. (dry goods); president, Victoria Loan & Savings Co.; president, Lindsay Cemetery Company. Three sons–Aird, Gordon and Guy–are prominent in lumbering in British Columbia, and a fourth, Stewart, is vice-president of the Victoria & Grey Trust.

Fox, Samuel J. (1854-1911), worked at printing and in his father's brickyards, south of Lindsay, where he ultimately assumed control; 1898-1911, Conservative MPP for South Victoria.

Gregory, Edmund (1830-1892), b. in England; came to Millbrook 1851; founded drug store in Lindsay in 1857, a family business carried on by his son Edmund and his grandson Neill, and still in Gregory hands.

Hetherington, Harold Maxwell (1902-), b. Fenelon Falls; ed. LCI; vice-pres. and director, Viceroy Mfg. Co. Ltd., Toronto, since 1944; president, Society of Industrial and Cost Accountants of Ontario, 1944-45.

Hetherington, William Ira (1907-), b. Fenelon Falls; partner, Gunn, Roberts & Co., Toronto; president, 1957-58, Institute of Chartered Accountants of Ontario.

Keith, John MacDonald (1906-), b. Omemee; grad. chem. engineering, Univ. of Toronto; president, Imperial Tobacco Co. of Canada, Ltd.

Lytle, Herbert John (1850-1939), b. Mariposa tp.; merchant., Cameron and Cambray; partner, Hogg & Lytle grain firm; man-

ager, Lindsay branch, Ontario Bank and Bank of Montreal; auditor of Lindsay.

MacAlpine, Lt.-Col. Cyril, OBE (1886-1951), b. Lindsay; ed. LCI, Univ. of Toronto, Manitoba Law School; served World War I, 1915-19, as lieut.-col., director of supply and transport, CEF; president, Bankfield Gold Mines Ltd.; director, Ventures Ltd.; director, Sudbury Basin Mines Ltd.; farm on Sturgeon Lake.

Matthews, Albert (1873-1949), b. Lindsay, son of George M. (q.v.); ed. LCI and McMaster Univ.; head of Matthews & Co, Toronto; chairman, Board of Governors, McMaster Univ.; treasurer, Baptist World Alliance; lieutenant-governor of Ontario.

Matthews, George (1834-1914), b. Birmingham, England; farmed in Peterborough county 1851-60; settled in Lindsay 1860; founded pork-packing business, George Matthews Co. Ltd.; took great interest in Baptist denominational work.

Matthews, George Sands (1867-1916), b. Lindsay,; son of George Matthews (q.v.); director, Matthews-Blackwell Ltd.; vice-pres., Brantford Roofing Co.; treasurer, Niagara Silk Co.; vice-pres., Brantford Industrial Realty Co.; president, Brantford Board of Trade.

Matthews, Robert Charles (1871-1952), b. Lindsay, son of George Matthews (q.v.); founded investment firm of R.C. Matthews, 1909; see also under "Politics."

Matthews, Thomas Frank (1869-1947), b. Lindsay, son of George Matthews (q.v.); president, Canadian Packing Co.; president, Toronto Board of Trade 1936; a founder of the Toronto Art Gallery.

McHugh, John (1842-1897), b. Ops; went to Iowa; founded Cresco Union Savings Bank; pres. Iowa Stock Breeders' Association; appointed National Bank Examiner, 1892; pres. Iowa Deposit and Loan Co., 1895.

McLennan, John (1830-1916), b. Glengarry county; BA, Queen's 1855; founded hardware store in Lindsay, 1861; sheriff of Victoria county 1885-1914.

Miller, Thomas Donald (1909-), b. Lindsay; president, Miller Paving Ltd., Toronto; president, Brennan Paving Co. Ltd.

McLean, Burton L. (1876-1936), b. Lindsay; farm implement business; agent, Mutual Life Assurance Co; World War I, served in Ottawa purchasing horses for army; Justice of the Peace 1924; chairman, Lindsay School Board.

McLean, Donald J. (1865-1950), b. Mariposa township; founded Dominion Wheel Co.

Porter, R.S. (1841-1936), b. England; came to Canada 1848; founded a stationery and book store business in Lindsay in 1861 (now Golden's); flower-lover; died at 95.

Shields, Roy, ed. LCI; third generation Victoria county merchant; his grandfather had a chain of stores at Victoria Road, Kirkfield, Kinmount and Coboconk; his father ran the Coboconk store and a lumber business, later sold; Roy's son William now associated with him in the Coboconk store; member, Ross Memorial Hospital Board.

Silverwood, Albert E. (1876-1961), began with Flavelles Ltd. cold storage in Lindsay in 1899; went to London, Ont., 1903 to open a branch for the firm; ultimately bought the business from his associates; Silverwood's now has 20 branches in Ontario and 4 large plants in Western Canada.

Sylvester, Robert H. (1847-1914), b. Inniskillen, Ont; in early 80's began a large factory of agricultural implements in Lindsay, in partnership with his brother Richard. In 1903-13, lieut.-col. in command of 45th regiment, Lindsay.

(9) Construction, Engineering, Railroading

Crandell, George (1828-1904), b. Port Perry; life-long connection with local navigation; built or owned 8 steamboats and 22 barges; for 33 years on Lindsay town council; founder of the summer village at Sturgeon Point.

Kains, Thomas (1850-1901), civil engineer; surveyed the line of the Victoria Railway; in partnership with Hogg, issued the first complete map of Victoria County; went west in the 1880's and became Surveyor-General of British Columbia.

Laidlaw, George (1828-1889), b. in Highlands of Scotland; went to sea and visited Australia and Canada; a leading promoter of the Toronto, Grey and Bruce, the Credit Valley, the Victoria, and other railways, thus tending to focus the trade of the province in Toronto; bought a ranch in Bexley, on Balsam Lake, to which he retired in 1881; at his death, the Toronto press referred to him thus: "One of the strongest characters of his day. One of the epoch-making men in the commercial growth of Canada. No man of his generation did as much for the material progress of Toronto as he. He came out of his railway enterprises a poor man."

Leonard, James W. (1858-1919), Midland Railway agent at Lindsay 1872-77; of the Victoria Railway 1877-78; asst. manager Vic-

toria Railway, 1878-80; later with the Canadian Pacific Railway, becoming Assistant Vice-president 1911-19.

Mann, Sir Donald (1850-1934), foreman of lumber company at Fenelon Falls; became in 1880 a contractor for the CPR; established in 1886 the firm of McKenzie, Mann & Co., which ultimately built up the Canadian Northern Railway system. Created a Knight Bachelor, 1911.

McKenzie, Sir William (1849-1932), b. Kirkfield; ed. Lindsay Grammar School; taught school, kept store, and contracted on the Grand Trunk Railway; went west and contracted on the CPR, doing much work in the Rocky Mountains; in 1886 joined with Donald Mann in founding McKenzie, Mann & Co., which developed the Canadian Northern Railway system; president, Toronto Street Railway; president, Winnipeg Electric Railway; president Sao Paulo and Rio de Janeiro Tramway, Light and Power companies; director of many other companies. Created a Knight Bachelor in 1911.

McNeillie, James Kerr (1874-1940), son of J.R. McN.; ed. LCI and after 1891 in practical service with the GTR and the CPR; made General Superintendent, Can. Govt. Railways; after 1919., superintendent, Susquehanna Div., Delaware and Hudson, Ry.

McNeillie, Ralph Gardiner (1883-), b. Lindsay, son of J.R. McN.; assistant general passenger agent, CPR, Winnipeg.

Walters, Thomas (1838-1904), b. Blackdown, Devonshire; brought to Portsmouth, Ont., in 1853; served apprenticeship in local shipyard and became a master ship-builder; settled in Lindsay in 1865; built several steamers, "Champion," "Commodore," "Victoria," "Nipissing," and others; many dredging operations and other contracting for the Dominion Govt.; appointed in 1880 Superintendent of Public Works for Ontario.

Wilford, F.R. (1866-1936), b. Quebec; civil engineer; came to Lindsay, 1905; built dams near Bobcaygeon, Lakefield and Young's Point; also highway between Lindsay and Whitby; the CPR railway line from Lindsay to Dranoel; the maternity wing of the Ross Memorial Hospital, etc.

(10) Education (Primary and Secondary)

Breese, W.S.W. (1904-), ed. Univ. of Toronto, honour philosophy (MA); joined LCI staff in 1930; coached famous football team to COSSA championship; joined RCAF in World War II,

returning to LCI in 1947 as head of Dept. of History; succeeded T.H. Eberlee as principal in 1953.

Eberlee, Thomas H. (1901-), b. Thamesville; ed. McMaster (MA) and OCE; taught in Timmins and Vankleek Hill before coming to Lindsay as principal in 1938. Served in army in both world wars, rising to the rank of colonel.

Harstone, J.C. (1853-1911), ed. Univ. of Toronto (honours BA), principal of Lindsay Collegiate Institute, 1888-1908; for many years secretary of the Lindsay Curling Club.

Kirkconnell, Thomas Allison (1862-1934), b. Prescott county; ed. Queen's University (mathematics and science); principal Port Hope high school, 1895-1908; principal, Lindsay Collegiate Institute, 1908-30; member, Advisory Council of Education for Ontario, 1906-09; honorary LLD, Univ. of Toronto, 1919.

Knight, James Henry (1831-1910), b. Cowes, Isle of Wight; public school inspector for East Victoria, 1871-1910; head of Church of England Temperance Society; organist, choir-leader and hymn-writer, with four of his hymns in the Anglican Hymnal.

McFadyen, J.D. (1875-1956), b. Eldon township; taught in Victoria county schools; later was principal of Stanstead Wesleyan College.

O'Neill, Albert E. (1888-), b. Lindsay; ed. LCI, Queen's Univ. (BA, specialist in Eng. and Hist., honorary LLD 1960); overseas with CEF (artillery) in World War I; prin. London East CI; prin. Oshawa CVI 1926-51, now renamed the O'Neill CVI in his honour.

Reazin, Henry (1831-1902), b. Pickering township; ed. Univ. of Toronto; taught at Whitby, Manilla and Lindsay; inspector of public schools for West Victoria, 1870-1902; a Quaker; 7 children.

(11) Education (Universities)

Allely, John S.M. (1904-), b. Norland; ed. Queen's and Harvard; Assoc. Professor of Economics, University of Saskatchewan.

Anderson, Jack Francis Caverly (1905-), b. Victoria Road; ed. Univ. of Saskatchewan (BA, LLD), Univ. of Toronto (MD.); Prof. of Internal Medicine, Univ. of Sask., and Chief of Medicine, Saskatoon City Hospital; president, Can. Soc. for the Study of Allergy (1948-50).

Cochrane, Charles Norris, FRSC (1889-1945), b. Omemee; ed. Univ. of Toronto (gold medal in Classics) and Oxford Univ.; officer of tanks, World War I; Prof of Ancient History, Univ. of Toronto; author of *Thucydides and the Science of History* (1929) and *Chris-*

tianity and Classical Culture (1940), "the first major Canadian contribution to the intellectual history of the West"; FRSC 1937; Lorne Pierce Gold Medal in Literature (Royal Society), 1946.

Crossen, Ernest Percy (1894-1957), b. Mariposa; ed. Univ. of Toronto, Harvard and Columbia; joined staff of Univ. of Minnesota in Economics; in World War II became chief of Foreign Installation Division; books: *Taxation and Public Finance in South Dakota, Two Cycles of Corporation Profits* (with L. Sloan).

Curtis, Clifford Austin, FRSC (1899-), b. Lindsay; ed. Univ. of Toronto and Univ. of Chicago (PhD); the Sir John A Macdonald Prof. of Pol. and Econ. Science, Queen's University; FRSC, 1943; member of several royal commissions; chairman, royal commission on prices, 1948-49; financial adviser to the Government of Pakistan, 1954-55; mayor of Kingston, Ont., 1948-52; author of numerous articles on banking, housing, combines and cartels.

De Lury, Alfred Tennyson, FRSC (1864-1951), ed. Univ. of Toronto (gold medalist in mathematics and physics); on Univ. of Toronto staff, 1892-1934, Professor of Mathematics and Dean of the Faculty of Arts; born in Victoria County's border village of Manilla but on the Ontario County side of the street; the same cartographical misadventure also prevents us from taking county credit for his two distinguished brothers, the astronomer, *Ralph E. DeLury, PhD. FRSC* and the geologist, *Justin S. DeLury, PhD, FRSC.*

Ferguson, Alexander (1853-1911), b. Eldon township; practised medicine, Buffalo, Winnipeg and Chicago; founded Manitoba Medical College; Prof. of Clinical Surgery, Illinois State University; president, Chicago Medical Society; surgeon-in-chief, Chicago General Hospital; pronounced by the *American Journal of Surgery* to be "the cleanest and cleverest surgeon on the western continent", devised many operations known by his name, awarded Commandership of the Order of Christ of Portugal, the highest honour that that country could bestow on anyone outside of royalty.

Hall, George Edward, FRSC (1907-), b. Lindsay; ed. LCI., OAC (BSA), Univ. of Toronto (MSA, MD, PhD); hon. DSc (Laval); hon. LLD (Assumption, Madras, Queen's, Toronto); FRSC, 1944 Director of Aviation Medical Research, World War II; awarded Air Flying Cross and Legion of Merit (USA); Dean, Faculty of Medicine, Univ. of W. Ont., 1945-47; President of Univ. of W. Ont. since 1947; member of Council, National Research Council; President, National Cancer Institute, 1950-51.

Hardy, William George (1895-), b. near Oakwood; ed. Univ. of Toronto (Gov. General's Gold Medal and Gold Medal in Clas-

sics), Univ. of Chicago (PhD); Professor of Classics and Head of Dept., Univ. of Alberta; past pres., International Ice Hockey Federation; past pres., Can. Authors' Association; author of seven novels (incl. *Father Abraham*, Book Society choice in UK) and about 100 short stories and articles.

Hopkins, Bruce Holmes (1886-), b. Lindsay; ED, MB, Asst. Prof. of Medicine, Queen's Univ.; OC No. 1 Field Ambulance, with rank of lieut-colonel; Director, Sir Oliver Mowat Sanatorium, 1917-25; past pres., Canadian Tuberculosis Association.

Kirkconnell, Watson, FRSC (1895-) son of Thomas A. Kirkconnell (q.v.); ed. LCI, Queen's (univ. medals in Latin and Greek) and Oxford (Lincoln College); President Emeritus, Acadia University since 1964; author of some 40 volumes (comp. lit., public affairs, poetry, biog., hist.); FRSC 1936; twelve honorary doctorates, mostly in literature, from universities in Canada, U.S.A., Hungary and Germany, and knighthoods from Poland and Iceland; Lorne Pierce Gold Medal in Literature (Royal Society) and some 30 other medal and scholarship awards in several countries.

Kylie, Edward J. (1881-1916), b. Lindsay, son of Richard Kylie (q.v.); ed LCI, Univ. of Toronto (gold medals in Classics and General Proficiency) and Oxford University (Balliol College); Assoc. Prof. of Modern History, Univ. of Toronto; author of *Life and Letters of Boniface* and a contributor to Shortt and Doughty's *Canada and Its Provinces*; adjutant, 147th Bn., CEF; died of typhoid and pneumonia.

MacKay, Robert Alexander, FRSC (1894-), ed. Univ. of Toronto (BA), Princeton (PhD), hon LLD (Dalhousie); Professor of Government, Dalhousie Univ., 1927-47; with Dept. of External Affairs, 1947-62; Ambassador to Norway and Iceland; 1958-61; Author of *The Unreformed Senate of Canada* and other books; FRSC 1942; president, Section II, 1964-65.

Magwood, Samuel John Newton (b.ca. 1884), b. Victoria County; ed. Univ. of Toronto (MB); Fellow of the Royal College of Surgeons (Canada); Assoc. Prof. of Obstetrics and Gynaecology, Univ. of Toronto, retiring in 1945.

McLaughlin, John F. (1864-1933), b. Cameron, brother of R.J. McLaughlin (q.v.); ed. Victoria Univ. (gold medals in philosophy and divinity); post-graduate studies at Oxford and Leipzig; Professor of Oriental Languages, Dean of Faculty of Theology and Prof. of Old Testament Literature, Victoria University.

Phelps, Arthur L., FRSC (1887-), ed. LCI and Victoria University (BA); FRSC 1949; Prof. of English and Head of Dept.,

United College, 1921-45; General Supervisor, International Service, CBC, 1945-47; Prof. of English, McGill Univ., 1947-53; special lecturer in English, UBC 1954-55; Univ. of Toronto, 1956-58.

Smale, Frederick J. (1871-1908), b. Ops; ed. LCI, Univ. of Toronto (BA), Leipzig Univ. (PhD); joined chemistry dept., Univ. of Toronto; then entered Wm. Davies Co., Toronto.

Snelling, Charles Ernest (1903-), b. Cameron; ed. Univ. of Toronto (MB); Associate Professor of Pediatrics, Univ. of Toronto; author of numerous scientific articles.

Trethewey, William Hilliard, FRSC (1898-), b. Woodville; ed. Univ. of Toronto (MA), Univ. of Rennes, Univ. of Chicago (PhD); FRSC 1960; Professor of French, Victoria Univ. since 1949; chairman of Dept since 1951. Had taught earlier at Univ. of W.Ont. and Mt. Allison Univ.

(12) Insurance

Cruess, Leigh (1894-1959), b. Lindsay; ed. LCI and Queen's University; vice-president and chief actuary, Home Life Insurance Co., New York City; sec., Life Ins. Medical Fund; Fellow, Society of Actuaries.

Kitchener, A. Lawrence (1903-), b. Lindsay; ed. LCI and McMaster University; vice-president, Fireman's Fund Ins. Co., San Francisco.

Lithgow, James Hector (1890-), b. Bobcaygeon; ed. Trinity College School; General Mgr. and Actuary, Manufacturers' Life Assurce. Co., 1931; President, do., 1951; Chairman of the Board, 1956; president, Life Insurance Institute of Canada, 1936-37; director of several corporations.

Williams, Arthur Franklin (1906-), ed. LCI and Univ. of Toronto; vice-president and managing director, Crown Life Ins. Co.

(13) Journalism

Cooper, Joseph (1826-1910), b. Killala county, Mayo, Ireland; crossed to USA, 1847; founded *Omemee Warder*, 1856; transferred it to Lindsay as the *Victoria Warder*, 1866; founded *Lindsay Watchman*, 1889.

Dewart, William Thompson (1875-1936), b. Fenelon Falls; ed. Rochester University; president, New York Sun Inc., New York Herald Co., Frank A. Munsey Co., Mohican Hotel Co., Mohican

Stores Inc., Merlis Realty Corporation. President or director of still other corporations.

Forrest, Rev. Alfred Clinton (1916-), b. Mariposa township; ed. Victoria College and Emmanuel College; chaplain with RCAF in World War II; editor since 1954 of *United Church Observer*, Toronto.

Hale, George (1846-1916), b. Omemee; with his brother, W.M. Hale, founded the *Orillia Packet* in 1870. Prohibitionist.

Jeffers, Wellington John (1879-1917), b. Oakwood; on staff of *Winnipeg Free Press* and *Montreal Gazette*; later had a long and distinguished career as financial editor of *The Globe*, *Saturday Night* and *The Financial Post.*

Moynes, Ford (-), b. Lindsay; over 40 years with Lindsay *Warder*, in all posts, especially reporter, editor, advertising manager and sports columnist; choir soloist 30 years; oldest living past master, Masonic Lodge #77; past president and lieut.-gov., Kiwanis.

Pitts, Stanford R. (1907-), b. Toronto but spent most of his life in Lindsay; manager of *Warder* in 1940; purchased the firm in 1947 but sold it in 1960; JP, 1949; clerk of 5th Division Court, Victoria Co. 1961; Lindsay's Industrial Commissioner since 1962 and has brought many new industries to the town; the 1965 "Citizen of the Year" (first year of this award).

Wilson, Geo. H. ( ), b. Port Hope, of a newspaper family, took over the Lindsay Post on July 1, 1892.

Wilson, Roy ( ), son of Geo. H. Wilson (q.v.); succeeded his father as proprietor-manager of the 109-year-old newspaper.

(14) Law

Anderson, J. Ernest, KC (1863-1936), b. Lindsay; ed. LCI, School of Practical Science (Univ. of Toronto), McMaster Univ. (BA) and Osgoode Hall; called to the Bar, 1914; came to Lindsay as partner in the firm of McLaughlin, Fulton, Stinson and Anderson; apptd. Crown Attorney 1921.

Dormer, George (1838-1875), b. Kingston, Ont.; ed. Laval University (BA), three years theology, then turned to law; two years in law partnership with Sir John A. Macdonald, Kingston; opened practice in Lindsay, first as partner of A. Lacourse and then, after 1864, alone; mayor of Lindsay, 1871-72; Conservative MP for South Victoria, 1872-74.

Frost, Cecil, KC (1897-1947), b. Orillia; World War I, rank of

Captain; ed. Osgoode Hall; called to Bar, 1921, and founded joint practice in Lindsay with brother Leslie; mayor of Lindsay, 1936; OC Midland Reserve Regt., World War II, rank of Lieut-Colonel.

Frost, Hon. Leslie, PC, KC (1895-1973), see under "Politics."

Fulton, Alexander MacKenzie, (1874-1964), b. Winchester tp.; ed. Univ. of Toronto (hons. in pol. science) and Osgoode Hall; called to Bar of Ontario, 1900; specialist in municipal and drainage law; came to Lindsay 1906 as partner with R.J. McLaughlin and J.A. Peel; created KC 1934; solicitor, town of Lindsay and county of Victoria; Freemason (PDDGM, 33rd degree); past pres, and patron, Lindsay Curling Club.

Gee, Ephraim Allen, KC (1879-1964), b. near Hagersville, Ont.; became a teacher, went west and took up land; passed Bar exams. and began practising law at Shaunavon, Sask., in 1914; became police magistrate, Lindsay, in 1935; retired 1954.

Hudspeth, Adam, QC (1836-1890), b. Cobourg; MP (Conservative) for South Victoria, 1887-90.

McLaughlin, Hugh Johnston, QC (1892-), b. Lindsay, son of R. J. McLaughlin (q.v); ed. LCI, Univ. Of Toronto (BA) and Osgoode Hall; called to the Bar of Ont. 1918; cr. KC 1933; chairman of Board and director, Victoria and Grey Trust Co., and director of several corporations; member, McLaughlin, Macaulay, May and Soward.

McLaughlin, Robert James, KC (1860-1932), b. Cameron; ed. LCI and Osgoode Hall; took the most brilliant course ever recorded at Osgoode Hall, medallist with maximum marks on record in each of the three years of his attendance; unsuccessful Liberal candidate in N. Victoria in fed. elections, 1895; practised in Lindsay until 1909, when he removed to Toronto; founder and first pres., Victoria Savings & Loan Co.; pres., Gull River Lumber Co.; corporation lawyer and director of many large corporations; senior member in law firms of McLaughlin, Fulton, Stinson and Anderson (Lindsay) and of McLaughlin, Johnston, Moorehead and Macaulay (Toronto).

McLaughlin, William Webster (1894-1963), b. Lindsay, son of R. J. McLaughlin (q.v.); ed. Victoria Univ. and Osgoode Hall; called to the Bar of Ontario, 1920; member, McLaughlin, Macaulay, May and Soward; director, Central Mortgage and Housing Corp., 1946-47.

Moore, R. Ivan (1892-), b. Ops; ed. LCI and Osgoode Hall; World War I (lieutenant), twice wounded; called to Bar 1920; practised with L. V. O'Connor from 1920; police magistrate, 1954-

63; full colonel in 1935, OC Lindsay, Peterborough, Brockville and Belleville Brigade.

Stewart, Thomas (1856-1918), b. Ormestown, PQ; brought to Lindsay at age of 3; called to the Bar 1877 and began practice in Lindsay; unsuccessful Liberal candidate in prov. elections, 1905 and 1908; over 30 years a member of the Lindsay Board of Education and chairman 1900-1912.

Weldon, Isaac E., KC (1873-1962), b. Lindsay; ed. LCI, Trinity College (BCL) and Osgoode Hall; practised law in Lindsay and Port Arthur; was joint liquidator of the defunct Home Bank, after efforts on behalf of the depositors of the Farmers' Bank; died at 89, leaving one million dollars to the LCI for scholarship use.

(15) *Lumbering*

Boyd, Mossom (1815-1883), b. India; farmed near Bobcaygeon, 1833-42; then moved to Bobcaygeon, bought up the local lumber mill, and built it up into a great lumbering empire; active advocate of the Trent Canal.

Boyd, William T.C. (1859-1919), son of the foregoing and later partner in lumber business; several times reeve of of Bobcaygeon.

Carew, John (1862-1927), b. Emily township; president, John Carew Lumber Co.; president, Lindsay Central Exhibition; MPP (Conservative) for South Victoria, 1914-19.

Carew, Lt.-Col. Francis John, OBE (1888-1942), b. Lindsay, son of the foregoing; manager, John Carew Lumber Co.; served in World War I as lieut.-col., Canadian Forestry Corps, France; mayor of Lindsay, 1922; pres., Haliburton Lumber Co.

Kitchener, Andrew Douglas (1867-1955), founded the Rider and Kitchener Lumber Co., Lindsay, 1900; later with the Gull River and Kawartha lumber companies.

Maunder, Joseph (1842-1918), b. Durham county; brought early to Manilla; business at Glandine; carriage factory at Little Britain; lumber business and flour mill at Lindsay.

Duncan McRae (1823-79), pioneer in North Eldon; large lumbering business at Bolsover; MPP (Conservative) for North Victoria, 1872.

Peel, James Albert (1872-1953), b. Bexley Tp.; educated LCI and Osgoode Hall; partner in Lindsay law firm of McLaughlin, Fulton and Peel; manager, Gull River Lumber Co. (Lindsay, Coboconk and Pine Lake) and Lindsay Woodworkers Ltd.; president, Kawartha Lumber Company, 1932-53.

Wallis, James (1810-1893), b. Glasgow; came to Canada in 1832; built up a big lumbering business at Fenelon Falls and so helped to found the village; built and owned the steamer "Ogemah."

(16) *Medicine and Surgery*

Brien, J. Wilbert (1879-1966), b. near Lindsay; ed. LCI and Univ. of Toronto (MD, '04); practiced in Windsor, 1905-66; Fellow, American College of Surgeons, 1924; charter member, Royal College of Physicians and Surgeons (Canada), 1931; honorary doctorates from McMaster (1948) and Toronto (1954).

Cameron, Dr. George Donald West (1899-), see under "Civil and Municipal Service."

Cornwall, Dr. Vincent (1831-1915), b. in Trinidad; 40 years a medical doctor in Omemee; warden of Victoria County.

Curts, Dr. Robert (1871-1916), b. Oakwood; ed. LCI and Univ. of Toronto; settled in Paterson, New Jersey; first president of the Surgical Society of New Jersey; fellow and governor of the American College of Surgeons; one of the most eminent surgeons in the state; head of a great sewage enterprise.

Ferguson, Dr. Alexander (1853-1911), see under "Education (Universities)."

Herriman, Dr. Weston Leroy (1831-1908), b. Haldimand tp.; prizeman of first graduating class in Medicine at Queen's University, 1855; served in the American Civil War and practised at Orono, Port Hope and Lindsay; an authority on scientific agriculture; first secretary of the Children's Aid Society.

Keyes, Dr. Elwood (1887-1957), b. Barrie; came to Mariposa as a boy; ed. Trinity College, Edinburgh Univ., Glasgow Univ.; Licentiate, Royal College of Physicians; Licentiate, Royal College of Surgeons; became lieut.-colonel, RCAMC, in World War II.

McEachern, Malcolm (1881-1956), b. Woodville; MD,CM, McGill; Dir. Gen. VON for Canada, 1922; Director, Am. College of Surgeons, to 1951; fd. and taught course in hospital administration, Northwestern U., Chicago; a leader in standards of medical care in the USA.

Norris, Dr. G. A. (1824-1886), b. Kingston Ont.; educ. at Victoria Univ., and in London (England) and Paris (France); the first Canadian to pass the examinations of the Royal College of Physicians; settled in Omemee and practised there.

Whiteside, Dr. William N. (1840-1888), raised in Mariposa; in 1863 grad. with honours from Toronto Medical College; served as

army surgeon with Northern US army in Virginia; finally settled in Beeton, Ont.

Wylie, Dr. Thomas (1841-1915), bred in Mariposa; grad. MD practised in Manilla, Duntroon, Stayner and Toronto; twice Conservative MPP for West Simcoe.

(17) *Pioneers and Patriarchs*

Bell, Alexander (1803-1909), b. Fermanagh; Verulam pioneer; lifelong abstainer and non-smoker; died at 106, with 142 living descendants.

Blackwell, John (1772-1878), b. Limerick, Ireland; pioneer in Emily 1825, then in Ops 1835; died at 106, with 141 living descendants.

Connelly, John (1827-1902), b. near Bailieboro; farmer in Ops; reeve for many years; unsuccessful Liberal candidate in Federal elections; died at 75, with 16 children.

Davidson, Edward (1795-1887), b. Armagh, Ireland; army officer and Emily pioneer; lieutenant-colonel in local militia; died at 92, with 12 children.

Junkin, John (1820-1904), b. Kest, Ireland; at 19, married a wife of the same age and sailed for Canada; pioneer in Verulam; died at 84, with 12 children.

Keenan, Thomas (1812-1883), b. Tyrone, Ireland; came to Lindsay about 1840 and opened a general store; after the fire of 1861 built several fine brick blocks on Kent Street; an uncompromising teetotaler; magistrate; father of 21 children.

McPherson, Donald (1747-1857), b. Isle of Skye; sailor on man-of-
* war under Admiral Richard Howe; patentee settler in Ops, 1821; never ill in his life; died of old age at 110.

Moe, Capt. Cheeseman (floruit 1827-1847), a retired officer of the British navy, a keen intellectual, a formidable boxer and a doughty opponent of the Family Compact; owned a large slice of Lindsay's East Ward and most of the North Ward; set out for the California gold rush in 1847 but was ambushed and scalped by Indians; his holdings in Lindsay thereafter acquired by a land company for unpaid taxes.

(18) Politics

Dunsford, James W. (1814-1883), in 1861-67, Liberal member for Victoria County in the old parliament of the United Canadas; for many years a police magistrate in Lindsay.

Fairbairn, Charles M. (1837-1911), b. near Lakefield; early moved to farm in Verulam; warden of Victoria County, 1879; Conservative MP for South Victoria, 1890-96.

Frost, Hon. Leslie, M., PC, QC (1895- /973), b. Orillia; ed. Univ. of Toronto, Osgoode Hall; hon. LLD. (Queen's, Ottawa, McMaster, Toronto, Assumption, RMC, Laurentian); hon. DCL (Univ. W. Ont.); served in World War I (1917-18), severely wounded in 1918, discharged with rank of captain; practised law in Lindsay (1920 to present), member of Frost, Frost and Richardson; el. to Ont. Legislature 1937; re-elected 1943, 1945, 1948, 1951, 1955, 1959; sworn in as Treas. of Ont. and Min. of Mines 1943 in Drew Administration; cont'd. in Kennedy Adm.; sworn in as Prime Minister of Ontario and Treasurer, May 1949; sworn in as Member of Queen's Privy Council for Canada, 1961; chairman, Premiers' Conference, Quebec, 1960; joint chairman, Charlottetown, 1961; resigned as Premier of Ont., Nov. 1961; hon. bencher, Law Society of Upper Canada. See also under "Banking."

Hodgson, Claydon W. (1897-), b. Burnt River; president, C. W. Hodgson Lumber Co.; served with Can. Army in World War I; first el. to House of Commons for Victoria, general election, 1945; re-elected 1949, 1953, 1957, 1958; parliamentary asst. to Minister of Public Works, 1957; ditto to Minister of Transport, 1959; president, Can. Lumber Safety Assn., 1957-58; past grand master, LOL of Ontario.

Hughes, Lt.-Gen. Sir Samuel (1853-1921), b. Darlington tp.; ed. Toronto Normal School and Univ. of Toronto (BA); taught English and History, Toronto Collegiate Institute, 1875-85; in 1872, champion of America in one-mile rowing race; owner and editor of Lindsay *Warder*, 1885-97; joined militia at 13, later lieut-col. commanding 45 Regt., rose to rank of hon. lieut-general (British Army, 1916); Conservative member, House of Commons, 1892-1921; Minister of Militia and Defence in the Borden Cabinet, 1911-16; responsible for the astonishing rapidity with which the early CEF contingents were mobilized; created Knight Commander of the Bath, 1916, for his war services.

Kempt, George (1822-1885), b. Cromarty, Scotland; settled in Lindsay, 1853; general store, lumbering, milling, grain-buying; Liberal MP in first Dominion parliament, 1867-1872.

Lamb, Charles (1891-1965), b. Manchester, Ont.; auctioneer, owned bus line, livery barn, taxi business; many years mayor of Lindsay; elected Conservative member for Victoria in House of Commons, 1963; died 1965.

Langton, John (1808-1894), b. Lancashire, England; ed. Cambridge University (MA); settled 1833 in Fenelon tp.; MP, first for the United Counties and later for Peterborough; in 1856, laid the cornerstone of the University of Toronto; Auditor-General of Canada, 1856-1878; at Confederation, organized a system of public accounts for the Dominion.

Matthews, Hon. Robert Charles, PC (1871-1952), b. Lindsay; ed. McMaster Univ., Harvard Univ.; formed investment firm of R. C. Matthews & Co., 1909; a keen cricketer and a sponsor of Canadian cricket; first elected to House of Commons for Toronto East Centre at g.e. in 1926 and re-el. 1930; chairman of standing committee of the Commons on banking and commerce 1931-33; appointed Minister of National Revenue in the Bennett Cabinet, 1933-35; retired 1935.

McNevin, Bruce (1884-1951), b. Ops; farmer near Reaboro; entered Federal politics 1925 and defeated by T.H. Stinson; president of provincial org., United Farmers of Ontario, 1927-29; president for 5 years of Farmers' Union Mut. Ins. Co.

Newman, William (1873-1953), b. Grenville county; began a creamery business in Lorneville; elected MPP (Liberal) for North Victoria, 1926, 1929, 1934.

Stinson, Thomas H. QC (1883-1965), b. Minden; ed. LCI, Univ. of Toronto and Osgoode Hall; called to Bar of Ontario 1910; created KC 1921; for many years member of law firm of McLaughlin, Fulton, Stinson and Anderson (retired 1948); sometime president, Victoria & Grey Trust Co. (retired 1960); first elected to House of Commons for Victoria County (Conservative) at general election of 1925; re-elected 1926 and 1930.

Vrooman, Dr. Adam Edward (1847-1935), b. Brock tp.; ed. Lindsay Grammar School and Trinity University (MD); practised medicine in Little Britain and Lindsay; elected Conservative MP for South Victoria, 1900; MPP for West Victoria 1911-15.

Welsh, Hon. George Arthur (1897-1965), ed. LCI and Univ. of Toronto; fought in World War I (Croix de Guerre) and in World War II (DSO and bar); 1st elected to Ont. Legislature for Muskoka in g.e. 1945; Minister of Travel and Publicity, 1946; Minister of Planning and Development, 1948-49; Provincial Secretary and chairman Liquor Control Board, 1949-.

Wood, Hon. Samuel Casey (1830-1913), b. Bath, Ont.; taught school, then kept store at Taylor's Corners, Oakwood and Port Hoover; first clerk and treasurer of Victoria County; elected Liberal MPP for South Victoria in 1871; in 1875 entered the Mowat

Cabinet, and was successively Provincial Secretary and Registrar, Commissioner of Agriculture, and Provincial Treasurer. Retired in 1883 and became director of many corporations.

(19) *The Senate of Canada*

Dobson, Hon. John (1842-1907), b. Fermanagh, Ireland; settled in Lindsay, 1861; grocer and liquor merchant; mayor, 1874; Conservative; summoned to Senate, 1892.
McHugh, Hon. George (1845-1926), b. Ops; MP (Liberal) for South Victoria, 1896-1900; summoned to the Senate, 1901.

Chapter XVII

OUR PLACE IN THE SUNLIGHT

What has made Victoria County a recognizable entity?

In only the most superficial sense was it the colonial administrator who first drew lines on a map of the wilderness or the civil engineer who chopped those same lines through the length and breadth of the Canadian forest. Neither was it the provincial government that steadily narrowed our county frontiers, first as part of the Newcastle District (now the four counties of Durham, Northumberland, Peterborough and Victoria), later as the Colborne District (Peterborough-cum-Victoria), then as "the United Counties of Peterborough and Victoria," and finally as the County of Victoria *per se*. As the land was cleared and the agricultural and industrial population grew, the area that made a viable municipal unit likewise contracted until in 1863 the present county was trusted to set up housekeeping on its own; but this did not in itself give any special character to this block of eleven hundred square miles.

An English county, or shire, has often a deep sense of identity, based on early characteristics of population, and a thousand years of common experience as an organic whole for purposes of justice, militia service, taxes and (ultimately) parliamentary representation. Counties in the new world of Upper Canada, in 1821, were synthetic rather than organic, as the first term, "district," doubtless indicated. County consciousness was something to be grown into, by the sharing of common experiences.

The ingredients of population were not peculiar to this county. The Irish Protestants of South Emily were identical with those of

Cavan and Manvers to the south; the Irish Catholics of North Emily and South Ops were part of the same migration as the Irish Catholics of adjacent Peterborough County; the Highland Scotch Presbyterians of Eldon had kinfolk in Huron and Bruce; the second-generation Anglo-Canadians in Mariposa had their roots in Ontario County to the southwest. The mixture, moreover, was not sufficiently distinctive to mark the county off from others on grounds of population and accent, as one could in the case of Somerset or Suffolk. The militia system, down through the years, has meant sharing in annual drill in county units, but for a number of reasons the troops raised for two world wars were sifted in as ingredients in larger non-county units and so the intense experience of battle in far countries was felt as a national, Canadian achievement rather than as a county one.

On the other hand the schools of the county, though identical in curriculum and regulations with all others in Ontario, have often had enough distinction of their own to set their mark on their students. A part in community athletics and a common pride in the community's athletes will have done their part. Fellowship on the same commercial main streets and in political conflicts on a county basis will also have had their place. The activities of a county historical society—to preserve the heirlooms and muniments of a century and a half of county history—will also help to maintain and enrich the county consciousness. Canada itself will be a more meaningful human society because of such informed loyalty at the grass roots level. "Let us now praise famous me," wrote Ecclesiasticus, "and our fathers that begat us." This filial pride may well begin at the county level and thence permeate upwards into the nation.

Canada, in celebrating the centennial of the British North America Act of 1867, does so with ample grounds for national thanksgiving. Its population has more than quadrupled to twenty millions; and may be extrapolated to forty millions in another generation. Its standard of living is surpassed only by that of the USA. Science, natural resources and capitalistic enterprise have made it one of the great producers of the world, both agriculturally and industrially.

But the world in which Canada, and Victoria County, pause for cheerful self-congratulation is also a world of hunger, fear and potential annihilation. Medical science has reduced its death rate but has left its birth rate unchecked and populations are exploding disastrously in Asia, Africa, and Latin America. Dozens of new

"developing nations" have been set up in freedom by the West while dozens of other nations, many of them highly civilized, have been enslaved by Communist imperialism. Billions of dollars have been poured into the economies of the new nations but populations outstrip all efforts at increasing food supplies, especially where the soil has been left debilitated by thousands of years of unscientific farming. A world population of 3,500,000,000 is due to become 8,000,000,000 by the year 2000. In another three centuries, at the present birth rates and death rates, there could be five emaciated human beings standing awkwardly on every square yard of the earth's surface, including all the deserts and mountain peaks. Wars and revolutions begotten by sheer famine are possible even in our life-times, and any forecast for Canada's bicentennial in A.D. 2067, is hidden under a dark cloud.

A threat more abrupt and more apocalyptic than world starvation is the possibility of world annihilation by the tens of thousands of hydrogen bombs that are stored like great clutches of tarantula eggs in the armouries of the Great Powers. Nations are now spending more annually in peace-time on armaments and military research than they did at the height of World War II and only the certainty of mutual destruction holds off the End of the World by a dubious equilibrium of lethal forces. Folly at the highest political levels in World War II gave away a third of the human race to militant Communism, whose current slogans of "peaceful existence" merely disguise a ruthless and ceaseless program for world conquest. If that messianic crusade for power could be really called off and the stupendous sums now poured into armaments diverted to human welfare, the transformation of our planet would beggar belief.

Let us celebrate the Centennial of Canada with joyful hearts, but let us not forget the agonies and perils of a world in which Canada, perhaps all too briefly, enjoys a happy spot in the sunlight of history.

Appendix A

WARDENS OF VICTORIA COUNTY, ONTARIO, 1863-1966

1863, Patrick McHugh, Reeve of Ops; 1864, Duncan McRae, Reeve of Eldon; 1865, Wm. Cottingham, Reeve of Emily, 1866-68, 1870-72, Joseph Staples, Reeve of Bexley; 1869, 1874, 1876, John Fell, Reeve of Somerville; 1873, John D. Naylor, Reeve of Fenelon; 1875. Robert E. Perry, Reeve of Bracebridge; 1877-78, William L. Russell, Reeve of Lindsay; 1879, Charles Fairburn, Reeve of Verulam; 1880, Dr. George E. Norris, Reeve of Omemee; 1881, William Parkinson, Reeve of Mariposa; 1882, Jacob W. Dill, Reeve of Bracebridge; 1883, 1886, Nelson Heaslip, Reeve of Bexley; 1884, Thomas Smithson, Reeve of Fenelon; 1885, W. H. Brown, Reeve of McLean and Ridout; 1887, E. D. McEachern, Reeve of Eldon; 1888, John Bailey, Reeve of Laxton; 1889, Dr. V. C. Cornwall, Reeve of Omemee; 1890, Thomas H. McQuade, Reeve of Emily; 1891, 1905, Adam E. Staback, Reeve of Eldon; 1892, Dr. A. E. Vrooman, Reeve of Mariposa; 1893, Eustace H. Hopkins, Reeve of Ops; 1894, Elijah Bottum, Reeve of Bobcaygeon; 1895, John Chambers, Reeve of Fenelon; 1896, Wm. C. Switzer, Reeve of Emily; 1897, Dr. John W. Wood, Reeve of Eldon; 1898, James Lithgow, Reeve of Verulam; 1899, Robert Bryans, Reeve of Lindsay; 1900, John A. Ellis, Reeve of Fenelon Falls; 1901, James Graham, Reeve of Lindsay; 1902, John Austin, Reeve of Somerville; 1903, John Bailey Reeve of Laxton, Digby and Longford; 1904, William Channon, Reeve of Somerville; 1906, Frederick Shaver, Reeve of Mariposa; 1907, Taylor Parkin, Reeve of Fenelon; 1908, Dr. Robert Mason, Reeve of Fenelon Falls; 1909, George A. Jordan, Reeve of Lindsay; 1910, Emerson Tiers, Reeve of Verulam; 1911, Robert A. Callum, Reeve of Somerville; 1912, James Steele, Reeve of Eldon; 1913, A. E. Bottum, Reeve of Bobcaygeon; 1914, Alfred E. Varcoe, Reeve of Mariposa; 1915, Robt. J. Mulligan, Reeve of Omemee; 1916, James Robertson, Reeve of Ops; 1917, Alfred E. Tiers, Reeve of Fenelon Falls; 1918, Richard Howkins, Reeve of Eldon; 1919, Alex Morrison, Reeve of Somerville; 1920, Robt. W. Wilson, Reeve of Emily; 1921, John Alton, Reeve of Carden; 1922, R. J. Patterson, Reeve of Ops; 1923, G. H. Mark, Reeve of Mariposa; 1924, W. C. Moore, Reeve of Bobcaygeon; 1925, W. D. Stinson, Reeve of Omemee; 1926, John O'Reilly, Reeve of Lindsay; 1927, George Par-

rington, Reeve of Fenelon; 1928, A. D. McIntyre, Reeve of Woodville; 1929, Samuel Lovett, Reeve of Eldon; 1930, J. A. McGillivray, Reeve of Carden; 1931, J. W. Elliott, Reeve of Carden; 1932, A. E. Rich, Reeve of Mariposa; 1933, A. R. Bottum, Reeve of Bobcaygeon; 1934, Joseph Handley, Reeve of Somerville; 1935, Samuel Endicott, Reeve of Ops; 1936, Andrew McCaughey, Reeve of Dalton; 1937, W. L. Moncrief, Reeve of Omemee; 1938, T. W. Martin, Reeve of Verulam; 1939, D. J. Guiry, Reeve of Emily; 1940, S. C. Benson, Reeve of Eldon; 1941, William Langdon, Reeve of Lindsay; 1942, G. W. Parkin, Reeve of Fenelon; 1943, W. G. Rodman, Reeve of Mariposa; 1944, Grant Benson, Reeve of Bexley; 1945, H. J. Murphy, Reeve of Bobcaygeon; 1946, J. A. Bent, Reeve of Omemee; 1947, Richard Butler, Reeve of Lindsay; 1948, A. N. Wilson, Reeve of Somerville; 1949, F. M. Graham, Reeve of Fenelon Falls; 1950, W. S. Worsley, Reeve of Fenelon; 1951, J. C. Butler, Reeve of Eldon; 1952, L. R. Webster, Reeve of Mariposa; 1953, V. S. Fee, Reeve of Emily; 1954, R. A. Bradt, Reeve of Verulam; 1955, S. J. Moore, Reeve of Ops; 1956, Walter Lytle, Reeve of Bexley; 1957, Miss Ada F. Greaves, Reeve of Lindsay; 1958, L. R. Gostlin, Reeve of Laxton, Digby and Longford; 1959, E. J. Murphy, Reeve of Carden; 1960, Harry Deyell, Reeve of Omemee; 1961, C. O. Hodgson, Reeve of Somerville; 1962, John I. Alton, Reeve of Eldon; 1963, John Childs, Reeve of Dalton; 1964, Maxwell Kennedy, Reeve of Verulam; 1965, Robert Cammack, Reeve of Laxton, Digby and Longford; 1966, George Finney, Reeve of Lindsay.

1967 Jack Campbell - Woodville *
1968 Everett Cameron - Bexley
1969 Milburn Hutchinson - Ops
1970 Charles Stevenson - Mariposa
1971 Robert Thompson - Bobcaygeon
1972 - Maurice Watson - Somerville
1973 - Mervyn Moore - Fenelon Twp.
1974 - Stanley Smith - Emily Twp
1975 - Arthur Williamson Omemee
1976 - Ted Shea - Bobcaygeon
1977 - Doris Winchester - Dep. Reeve of Somerville
1978 - David Murray - Fenelon
1979 - Jack Coulson - Mariposa
1980 - George Neals - Manvers
1981 - Ivan MacMillan - Eldon *
1982 - Harold Bruce - Dalton
1983 - Bill Pethick - Woodville
1984 - Philip Payne - Ops
1985 - Lorne Chester - Lindsay
1986 - Don McCumber - Emily

88 Peter Kirley - Ops Twp. 2002 -
89. Dennis Sweeting (Lindsay) Dep Reeve 2003 -
Frank Poole Bobcaygeon 2004 -
90 - 2005 -
91 - Bryce Young (Somerville) 2006 -
92 - Sharon McCrae (Ops) 2007 -
93 - Sharon McCrae Ops 2008 -
94 - Ken Logan (Omemee) 2009 -
95 - Ken Logan (Omemee) 2010 -
96 - Ken Logan (Omemee) 2011 -
97 - Bill Pethick (Woodville) 2012 -
2013 -

VICTORIA COUNTY HONOUR ROLL OF THE FALLEN, WORLD WAR I, 1914-1918

Charles Adam
Thomas Grenville Aldous
Wilbert Phillip Alldred
J. Allen
E. C. Allin
W. R. Alton
Thomas Albert Arscott
George Wilbert Akester
William Kay Anderson
Harry William Andrews
Patrick Herbert Angiers
Oliver Arnold
Joseph Paget Bailey
W. E. Bailey
Alfred Arthur Barge
Tracy Barjarow
Russell Albert Bateman
Harvey Beecroft
Robert Bester
Clarence H. Bole
William Boucher
Mossom Richard Boyd
Thornton Brideman Boyd
Thomas Edward Brady
Albert A. Brimmell
Edwin A. Brooks
J. Brown
James John Budd
George Byng
Alexander Cameron
Alexander Campbell
John Campbell
M. Ross Campbell
Russell A. Campbell
Robert Carew
Allister Chambers
George Castle
Stephen Clare
Charles Copp
Sydney Charles Cornforth
Earle Cotey
Russell Alex Cragg
Russell Crarey
Wiliam Johnson Cundal
William Cunnings
Patrick Curtin
Samuel Cuthbert
Percy S. Dark
Alfred Simmonds Dawson
Hector Dawson
Richard James Day
Duncan Daynes
Francis F. Denison
Robt. John Donaldson
Walter Waldron Elliott
Roy Faulkner
James Wesley Ferguson
John James Fitzgerald
Nelson Fortier
John Foster

98 - John Macklem (Lawton Digby Longford) 2014 -
99 - 2015 -
2016 -
2017 -

Benjamin Freeman
Henry Fry
S. E. Garbutt
Victor R. Gifford
Hector Gillies
Alphonse Gosselin
John Welford Gray
W. G. Grimstead
Robert Groves
Eric Goldie
Stanley Glendenning
W. N. Gallagher
Arnold Rossiter Hall
George Carlton Hall
Adam Sydney Halliday
Armour Ellington Hancock
William Harper
Herbert Hartwick
Joseph Leslie Hill
William Albert Hill
Herbert Augustus Holliday
Fred Holmes Hopkins
T. Horton
Cyril Houlihan
J. C. Howe
Wesley Hughes
Norman Irwin
Edward Jackson
R. G. Jackson
Frank Alfred Jeffers
Martin Johnson
Reginald Johnson
Willard Johnson
J. A. Johnston
Wm. Russell Johnston
Irvine Junkin
Percy John Clayton Junkin
Wm. Gordon Kent
Henry William King
John Kinghorn
Walter Allison Kirkconnell
Edward J. Kylie
Albert Kirton
William Kirton
Glore Knowlson
Percy Lanning
Albert Kenneth Leach
Joseph Francis LeBel
George Herbert Lee
William George Lee
Louis Lennie
E. R. Liscombe
William Mearl Lyle
Edwin Percy Lyon
William John Lynwood
Robert Henry Mark
A. J. Matthews
Charles Norman Metcalfe
Charles Miller
Joseph John Miller
Fred Howard Mills
Douglas Mitchell
Thomas Mitchell
William James Morrison
Albert Murray
James Murtha
Alexander McDonald
Kenneth McDonald
Edward McDonnell
Russell McDougall
John McEachern
Malcolm McEachern
Henry Lorne McFadyen
Joseph Patrick McGann
Ivan Elmer McGill
Sidney McGinnis
James Patrick McGuire
D. McInnis
Charles Howard McInnis
Robert McKay
Geo. McMurray
William McMillan
Wm. Geo. Stanley McNutt
James Naismith
John Donby Naylor
Alfred Charles Newell
Melville Northey
H. P. Owens
Wm. Edward Oxby
Herbert Padden
Cleveland Adair Parkes
Whyt Parkin
Alvin Morse Parks
Neil Smith Patton
Wm. Claude Peters
Roy Irvine Poast
George Pollitt
Robert Reeves
Wm. Morris Robinson
Garfield R. Rogers

Stanley Rushton
Victor Russell
George Ryall
Edwin Marton Rooke
James Thos. Sandiland
George Saville
Alexander Scott
Walter Henry Scott
John E. Scott
Thomas Ralph Selby
John Wilfred Shankland
William Shaw
J. E. Shea
Howard Wesley Silverthorn
Robert Stewart
Charles Howard Stinson
Wm. Norman Stinson
John C. Sumner
Fred Swardfager
Charles E. Sutcliffe
David Swayze
Keith Swayze
Gordon Taggart
Melville Edgar Tamlin
Wm. Edward Taylor
Archie Russell Tough
Foster Trevor
Ralph Trevor
James Albert Tripp
Joseph Trott
Charles Roy Truax
Peter Truax
Orville W. Vickery
Murray Watson
Charles Wheeler
Clare G. Weeks
Fred Freeman Whetter
Joseph White
J. W. Whitney
Arthur James Williams
Bruce Wilson
Robert T. Wilson
W. W. Wilson
John Winchester
J. M. Wright

Appendix C

VICTORIA COUNTY HONOUR ROLL OF THE FALLEN WORLD WAR II, 1939-1945

Carl Abercrombie
Edwin (Ted) Algar
William Armstrong
Kenneth Austin
E. A. (Ted) Bacon
Frank Baldwin
J. H. Baldwin
Leonard Ross Barnsley
Russell Barton
Wallace Barton
Harry Beatty
Bruce Betts
Melville J. Black
Robert L. Bouch
George Henry Bowbrick
Kenneth Stickney Brenton
Clare Edward Brooks
DeWillet Brown
Woodrow B. Brown
C. Herbert Burley
Hugh Norman Burton
Aubrey Chalmers
J. J. Chalmers
David Christie
Douglas John Claylock
John Cole
Leo Cook
Ross Copeland
James David
Floyd Ross Davidson
Earl Deane
Mansell R. Deverell
Alexander Devitt
Fred Devitt
Carroll Joseph Donahue
William Donaldson
David Lloyd Eggleton
John Stanley Fayle
Gordon Fee
Arthur Fletcher
William Bruce Frederick
George Braden Gardner
Raymond Gemmill
Melville Gendron
Clifford Haight
Ralph Handbridge
John Hardy
Mervin LeRoy Harrison
Foster Harrow
Lloyd Harvey
Edwin D. Hawkins
Gordon Heels
Everitt Hill
Alfred Hobbs
Kenneth Hobbs
Ross E. Hore
Ross Earl Howe
Clifford Gordon Hudson
Donald Leslie Husband
H. M. Imrie

George Ivison
G. O. (Jerry) Jackson
Jack Jacobs
Stanley James
John Jewell
Ivan Johnson
Philip Shuttleworth Johnson
J. G. Kelso
Louis Kriger
Gordon William Lillico
Ian Lord
Douglas Lyttle
Roy McCallum
Donald T. C. McDougall
Laughlin Cameron McEachern
Donald Ralph McEvoy
Jack McGrath
Kenneth McGregor
Oswald Malcolm McIntyre
James McLean
Leonard Magee
Clarence Mark
Clifford Maunder
Gordon Miller
James Mitchell
Andrew Moir
Claire Morrow
John Morrow
Graham Murdock
Peter Murray
James Murtha
Douglas O'Brien
Irvine O'Brien
Sanford O'Brien
Lawrence (Ted) O'Connor
Allan Olesen
John Charles Owens
Thomas Menzies Paquette
Donald Robinson
Stanley Francis Scrivens
Glenn Melvin Sheehey
James Sheldon
Howard Sleep
Kenneth Sleep
Alex A. Smith
Douglas Smith
Earl Smitheram
William Stephenson
H. K. Stinson
Thomas Stoate
Frederick Thompson
Southey Hall Thurston
Lloyd George Truax
Clifford Veals
Lloyd Wakelin
William Welsh
Joseph Whalen
William W. White
Kenneth Wiles
Arthur Orville Williams
Llewellyn Williams
James Wilson
Arthur Woodbury
Allister Wright
James S. Wright
John Thomas Wright
Charles Wynne

KOREAN WAR 1950

Walter Marshall

Lamb - longest in office 11yr.

Appendix D

MAYORS OF THE TOWN OF LINDSAY, 1857-1967

Robert Lang, 1857, 1859-61; James McKibben and William Thornhill, 1858; Thomas Keenan, 1862-63, 1865; Wm. McDonell, 1864; A. Lacourse, 1866-68; David Brown, 1869-70; George Downer, 1871-72; John Dobson, 1873; L. McGuire, 1874-75; Thomas W. Poole, 1876-77; Col. James Deacon, 1878-80, 1886; F. C. Taylor, 1881-82; J. W. Wallace, 1883-85; Thomas Walters, 1887-90; Robert Smyth, 1891, 1896-1900; Duncan Ray, 1892-93, 1905; Henry Walters, 1894-95; George Ingle, 1901-02; J. H. Sootheran, 1903-04; Dr. A. E. Vrooman, 1906-07; James B. Begg, 1908-10; R. M. Beal, 1911, 1913-15; Dr. J. W. Wood, 1912; D. J. McLean, 1916; Richard Kylie, 1916-18; B. L. McLean, 1919-20; John O'Reilly, 1921-22; F. J. Carew, 1923; W. G. Graham, 1924-25; Thomas Wilkinson, 1926-27; R. Ivan Moore, 1928-29, 1949; W. Eric Stewart, 1930; Samuel Alcorn, 1931-32; Frank Armstrong, 1933-34; Percival E. Pickering, 1935; Cecil G. Frost, 1936; H. D. Logan, 1937; A. T. Claxton, 1938-41; Charles Lamb, 1942-48, 1950-53; Albert E. Hick, 1954-57; J. L. Burrows, 1958-60; Joseph C. Holtom, 1961-65; John F. Eakins, 1966-67. 1968 - 1971 - 6yr

11yr

Dave Logan - 1972 - 1978 - 7yr

Mayor J. Flynn - 1979 - 1988 - 10yr
Mayor Lorne Chester - 1989 - 1991
Max Radiff - 1992 - 1994
Marty Stollar - 1995 - 1997
Art Truax - 1998 -

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SUBJECT INDEX

A

Accidents, railway, 190-191
Adventures, 242
Agricultural representatives 67-69, 212
Agricultural societies, 71-73
Agriculture in schools, 68, 212
Agriculture in South Victoria, 58-77
Anglicans, 18, 46, 242, 259-260
Archaeology, 150-166
ARDA, 49, 64
Argyle, 41
Argyllshire, 22, 37
Aros, 82
Arts and professions (Biogs.), 285
Authorship (Biogs.), 285-286

B

Banking (Biogs.), 286-287
Baptists, 242, 261-263
Bench, the (Biogs.), 287
Bexley township, 78-84, 155, 278
Biographies, 283-306
Bobcaygeon, 51-56
Bobcaygeon, Lindsay & Pontypool Railway, 188-189
Bobcaygeon Road, 85, 86
Bolsover, 41
Burnt River, 86

C

Cadet Corps, 228-229
Cambray, 48-49
Cameron, 49
Canadian Corps, 235
Canadian National Railway, 191-192
Canadian Pacific Railway, 188-190
Carbon-dating, 150-151
Carden township, 88-89, 156, 279-280
Centennial of Canada, V, 35, 48, 141, 308-309
Champlain, 160-161
Cheese factories, 62-63
Christian Reformed Church, 242
Christian Science, 242
Church Union, 252-254
Civil and municipal service (Biogs.), 288-289
Clergymen (Biogs.), 288
Climate, 59
Coboconk, 82-83
Colborne District, 2, 12, 20, 23
Collegiate Institute, 226-229
Commerce (Biogs.), 290-293
Committees (county council), 12-13
Common schools, 210-212
Community colleges, 229-230
Composite schools, 217
Confederation, 198-199

Construction (Biogs.), 293-294
Continuation classes, 212-213, 224
Co-operatives, 71
Cork, county, 3
Corson's Siding, 84
County Clerk, 12
County Council, 11-13
Court House, 12
Crop statistics, 59, 67

D

Dairies, 62-63
Dairying, 62-63, 96
Dalton township, 89-90, 280
Department of Education, 209-210, 218-220
Digby township, 88, 89, 156, 280
Disciples, 242
Domestic Science, 212
Downeyville, 20
Dunsford, 57
Durham county, 16, 195-197
Durham Report, 11, 195-197

E

Ecumenical break-through, 266-267
Education, Ontario, 208-220
Education, primary, 210-212
Education, primary and secondary (biogs.), 294-295
Education, universities (biogs.), 295-298
Education, Victoria County, 8, 225-229
Eldon township, 4, 35-43, 155, 277-278
Elementary schools, 210-212, 221-225
Emily township, 3, 15-21, 272-273
Engineering (Biogs.), 293-294
Entrance examination, 214
Ethnic stocks, 4, 13, 141

F

Farm costs, 64
Farming, 58-77, 94
Farm machinery, 65-66
"Feast of the Dead," 159
Federal politics, 199-202
Fenelon Falls, 33, 45-48
Fenelon Falls High School, 226
Fenelon township, 4, 43-50, 154-155, 276-277
Fenian Raids, 231
Fermanagh county, 3, 16, 52
Flint beds, 153-154
Fur trade, 166

G

Geology, 142-149
Glacial periods, 147-148
Glenarm, 43
Grammar schools, 213-214, 225-226
Grand Trunk Railway, 186-187
Grange, 75-76
Greek Orthodox Church, 242

H

Hartley, 42
High schools, 214-217
Higher education, 214-215, 217-218
Highways, 7, 33-34, 66, 179-180, 191-194
Housing, 13, 126
Huron Indians, 154-162
Hydro-electric power, 55, 122, 177-178

I

Indian Point, 78, 80-81, 162, 166
Indian village sites, 154-156, 163-164
Industries, 115-119
Inspectorates, 224
Inspectors of schools, 224
Insurance (Biogs.), 298
Investment (Biogs.), 286-287
Irondale, Bancroft & Ottawa Railway, 187-188
Iroquois Indians, 159-163

J

Jehovah's Witnesses, 242, 266
Jesuit missionaries, 79, 156-159
Jews, 242, 266
Journalism (Biogs.), 298-299

K

Kawartha lakes, 3, 43, 167-178

Kawartha navigation, 167-178
Kinmount, 85-86
Kirkfield, 42
Kirkfield lift locks, 36, 173
Korean War, 240-241

L

Lake Algonquin, 148-149
Law (Biogs.), 299-301
Laxton township, 87-88, 155, 278-279
LCI, 226-229
LCVI, 226-229
Libraries, 220, 229
Lindsay,
  Academy theatre, 130-131
  airport, 194
  banking, 120
  boundaries, 102-103, 108-109, 140
  bridges, 104
  cemeteries, 267-268
  clubs, 139-140
  commerce, 119-120
  directory of '77, 112-113
  electricity, 121-122
  Federal Buildings, 130
  fires, 110-112
  Girls' Training School, 130, 230
  Home for the Aged, 13, 128-129
  hospital, 13, 129-130
  incorporation, 107-108
  industries, 115-119
  invasions, 104-107
  navigation, 105, 107
  officials, 110, 317
  opera house, 130
  parks, 126-128
  paved streets, 126
  police, 113-114
  population, 114, 132, 141
  post office, 130
  press, 132-134
  Provincial Buildings, 130-131
  public utilities, 120-125
  radio, 134
  sewerage, 124-125, 126
  sport, 134-139
  survey, 102-103
  telegraph, 113
  telephones, 113, 125-126
  water supply, 123-124
Lindsay Central Exhibition, 13, 73-75
Little Britain, 25-26
Longford township, 88, 90-91, 99
Lorneville, 41
Lumbering, 96-97, 171-172, 301-302
Lutherans, 242

M

"MacArthur Plan," 215-216
Manilla, 23, 24
Mariposa township, 3, 7, 21-27, 274-275
Mechanics' Institutes, 220, 229
Medicine and surgery (Biogs.), 302-303
Mennonites, 242
Metcalfe, 19
Methodists, 18, 242, 249-253
Midland Railway, 181, 186
Military annals, 231-241
Millerites, 9
Mining, 93-94
"Missing Link", 186-187
Mississauga Indians, 163-166
Mississauga Tract, 2, 165-166
Mormons, 242, 266
Municipal government, 11-13
Muskoka district, 3

N

Navigation, 32-33, 46, 47, 54, 167-178
Newcastle district, 20
Newspapers, 19, 41, 47, 55, 132-135
Norland, 87-88

O

Oakwood, 24-25, 34, 225
Omemee, 3, 18-21, 33, 225
Ontario Federation of Agriculture, 76-77
Ops township, 3, 27-34, 273-274

P

Palestine, 36
Patrons of Industry, 76
Pentecostals, 242, 265
Peterborough county, 2, 20
Pioneers, 2-10, 27-30, 303

Pioneer survival, 269-282
Pleasant Point, 49-50
Ploughing matches, 72
Political history, 195-207
Political parties, 195-207
Political (Biogs.), 303-306
Population, 4, 13, 95
Port Hoover, 9, 23, 25
Port Hope and Lindsay Railway, 19, 180-181
Port Perry, 23
Portage Road, 36, 79
"Porter Plan", 216
Power launches, 135, 176-177
Presbyterians, 19, 40, 242, 252-258
Prize stock, 69-70
Provincial politics, 203-207
Public libraries, 229
Public schools, 212-213
Purdy's Mills, 30-32, 103-104

R

Railways, 38
Reaboro, 29, 33, 34
Reforestation, 97-99
Roads county, 193
Roads, pioneer, 33-34, 38, 179-180
Roads, provincial, 193
Roads, township, 193
"Robarts Plan", 216
Robinson Immigration, 17
Roman Catholics, 223-224, 242-249
Rosedale, 86

S

Salvation Army, 242, 264-265
Saskatchewan Rebellion, 232
Scholarships, 228
Schools, 208-230
Scotch Line, 53
Scugog River, 26, 30-33, 100, 123, 125, 135, 145-147
Sebright, 90
Secondary schools, 225-228
Senators, 207, 306
Separate schools, 223-224
Soil analysis, 58-59, 92-93
Somerville township, 84-87, 155, 278
South African War, 232-233
Southern African War, 232-233
Southern townships, 15-57
Soviet education, 220
Steamboats, 175-177
Sturgeon Point, 49-50
Sunderland, 37
Superintendents of schools, 221-223

T

Taylor's Corners, 25
Technology, Institutes of, 218
Telegraphy school, 191
Television, 219
Toronto and Nipissing Railway, 181-182
Trades, Institutes of, 218
Trans-Canada Highway, 192-193
Trent Valley Canal, 167-178
Trenton Cuesta, 144-145

U

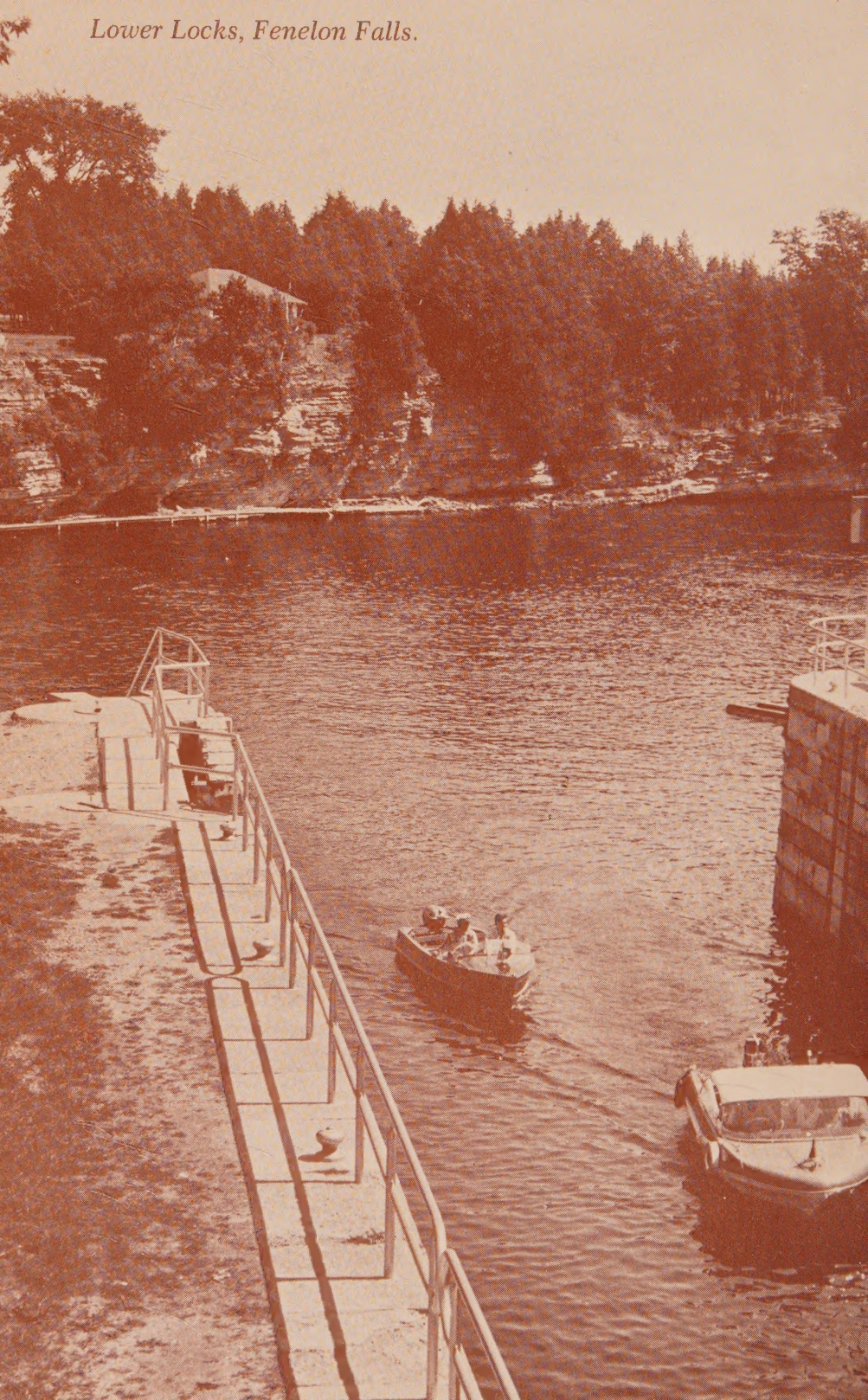
Ukrainian Greek Catholics, 242
Union School, 223, 226
United Church, 242, 252-254
United Farmers of Ontario, 76, 205
Universities, 8, 214-215, 217-218
Uphill, 90

V

Verulam township, 4, 51-57, 154, 275-276
Victoria County Forest, 87, 97-98
Victoria County Park, 99
Victoria Railway, 47, 182
Victoria Road, 83-84
Vimy Ridge, 235

W

War Dead, 312-316
Wardens, 11, 12, 310-311
Whitby and Lindsay Railway, 26, 182-184
Women's Institutes, 73, 224
Woodville, 40-41
World War I, 233-237
World War II, 237-241



Lower Locks, Fenelon Falls.